

AUSTRALIAN ROADRIDER

THE REAL RIDE

OPINION
RIXY
SEDDO

TESTED
DYNAMIC TOURER
➔ **BMW S 1000 XR**

AUSSIE LAUNCH
➔ **RE GUERRILLA**

ELECTRIC
POWERHOUSE
➔ **ZERO SR/F**

EASY RIDER

SELF-SHIFTING

YAMAHA MT-09 AMT

roadrider.com.au

**UNIVERSAL
MEDIACO**

APRIL/MAY 2025 (No. 183)
AUS \$12.95* NZ \$9.50 (BOTH INCL. GST)



FEATURES

➔ **CUTTING LAPS
WITH MEGA
RIDE DAYS**

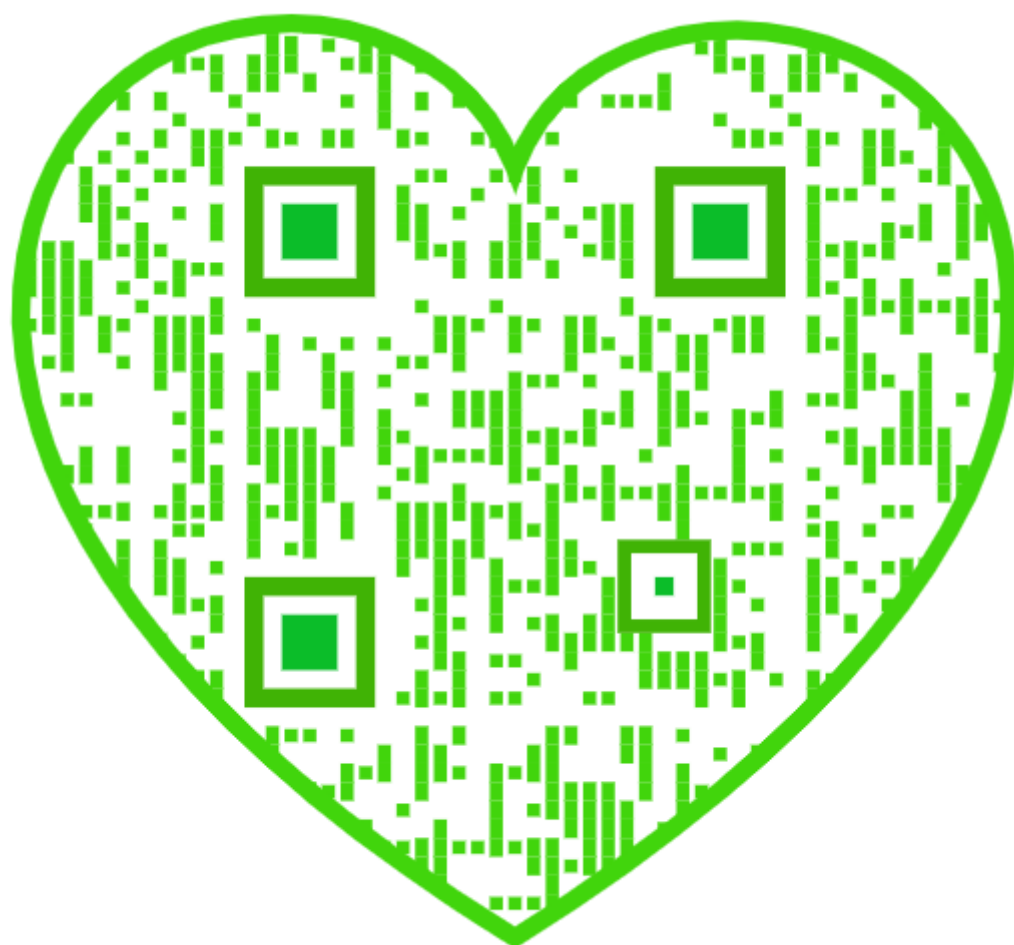
**CHOOSING A
HELMET TO SUIT
YOUR HEAD**



TRAVEL

➔ **THRILLING
TIBETAN
ADVENTURE**

**ILLAWARRA
ESCARPMENT
ESCAPE**



"NO ONE KNOWS YOUR



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Special low usage rates
- Flexible coverage for bikes that are laid up, being restored, or at club events
- Cover for modifications
- Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools

Call Shannons on **13 46 46** for a quote on your **special bike, special car, daily drive, or your home**, and speak with a genuine enthusiast.



Join the Shannons Club today! Get connected and share your passion - shannons.com.au/club

INSURANCE FOR MOTORING ENTHUSIASTS |

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.

PASSION LIKE SHANNONS.”



- Riding gear cover
- Pay by the month premiums



SHARE THE PASSION

CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified. Modifications must be shown on your certificate.

CONTENTS

ISSUE #183 APRIL/MAY 2025

UP FRONT

- 10 Great Shot — Jorge Martin
- 12 Great Shot — Massimo Tamburini
- 14 Ducati's new V2 models
- 16 CFMoto V4 and 675NK
- 18 BMW Concept F 450 GS
- 20 BMW F 900 R and F 900 XR
- 22 Aprilia Tuono V4 and tyre recall
- 24 A custom, an EV and ride nights

BIKES TO RIDE

- 26 Yamaha MT-09 AMT — the self-shifting nakedbike
- 40 Royal Enfield Guerrilla — the new roadster ridden in Oz
- 54 BMW S 1000 XR — two-up test on a potent sports-tourer
- 66 Zero SR/F — an electric bike that really is fun to ride

TOURING

- 78 Tibet — riding on top of the world is harder than you might think
- 88 Macquarie Pass Loop — a ride close to Sydney that packs in plenty

FEATURES

- 98 MEGA Ride Days — getting out on the track at SMSP
- 108 Gear tests and new products — helmets, compressors and more

REGULARS

- 08 Editorial
- 116 Subscribe
- 118 Rixy
- 120 Seddo
- 122 Secondhand
- 126 Advice
- 128 That Bike of Yours
- 130 Last Look



AUSTRALIAN **ROADRIDER** THE REAL RIDE



78



88



54

AUSTRALIAN **ROADRIDER** THE REAL RIDE

EDITOR Dean Mellor

dmellor@umco.com.au

DESIGNER Kate Atkinson

EDITOR-AT-LARGE Nigel Paterson

CONTRIBUTORS Geoff Seddon, Brian Rix, Sean Mooney, Ian Neubauer, Mark Watson

EDITORIAL dmellor@umco.com.au

SUBSCRIPTION ENQUIRIES mailorder@umco.com.au

ADVERTISING ENQUIRIES

Mitch Newell 0402 202 870, mnewell@umco.com.au

David Strong 0411 424 072, dstrong@umco.com.au

ADVERTISING PRODUCTION Mila Rojano

ASSOCIATE PUBLISHER Martin White



ON THE COVER

The Yamaha MT-09 AMT

Pic: Incite Images

UNIVERSAL MEDIACO

Chairman/CEO Prema Perera

Publisher Janice Williams

Chief Financial Officer Vicky Mahadeva

Associate Publisher Emma Perera

Circulation Business Development Manager

Mark McTaggart

Circulation enquiries to our
Sydney head office (02) 9805 0399.

Australian Road Rider #183 is published by Australian Publishing, Unit 5, 6-8 Byfield Street, North Ryde NSW 2113. Phone: (02) 9805 0399, Fax: (02) 9805 0714. Melbourne office, Suite 4, Level 1, 150 Albert Road, South Melbourne Vic 3205. Phone (03) 9694 6444. Fax: (03) 9699 7890. Printed in Singapore by Times Printers, timesprinters.com. Retail distribution: Gordon and Gotch. This book is copyright. Apart from any fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Enquiries should be addressed to the publishers. The publishers believe all the information supplied in this book to be correct at the time of printing. They are not, however, in a position to make a guarantee to this effect and accept no liability in the event of any information proving inaccurate. Prices, addresses and phone numbers were, after investigation and to the best of our knowledge and belief, up to date at the time of printing, but they may change in some cases. It is not possible for the publishers to ensure that advertisements which appear in this publication comply with the Competition and Consumer Act 2010 (Cth) and the Australian Consumer Law. The responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication. While every endeavour has been made to ensure complete accuracy, the publishers cannot be held responsible for any errors or omissions.

* Recommended retail price
ISSN 1329 - 1734

Copyright © Australian Publishing Pty Ltd MMXXV

ACN 003 609 103

umco.com.au

Please pass on or recycle this magazine.

We are a member of
PublishersAustralia
media that engages

ONLINE AT ROADRIDER.COM.AU

Get more *Road Rider*...

BMW R 12 S

The '70s inspired BMW R 12 S has been added to the marque's expanding Heritage range that BMW Motorrad describes as a fitting tribute to the iconic R 90 S.



160KW (214HP) DUCATI STREETFIGHTER V4

For the first time, the Ducati Streetfighter V4 gets full Panigale power, setting the benchmark in the hypernaked segment with a claimed power-to-weight ratio of 1.13hp/kg.



LETTERS TO THE EDITOR

Have your say and get published on the letters page of the *Australian Road Rider* website. Scan the QR code below or go to **roadrider.com.au/letters-to-the-editor** to see what others are saying about our stories, and have your say about anything motorcycling.



AUSTRALIA'S NO. 1 MOTORCYCLE TOURING WEBSITE! **www.roadrider.com.au**

Africa Twin



Available Now



For more information visit [honda.com.au](https://www.honda.com.au)

Accessories not fitted as standard

SHIFTING GEARS



With so many new bikes landing in 2025, it certainly is an exciting time to be taking the reins at *Australian Road Rider*. To be honest, I'm not sure why Nigel pulled the pin after *only* five-and-a-half years or so, but I guess the lure of riding to far-flung places around the world had something to do with it. Since he left, he's already done a stint in California, and more recently has been riding in South-East Asia.

Although I am the new kid on the block at *ARR*, this won't be my first time writing for the title, having penned a few articles for Mick Matheson when he was the editor around a decade ago. *ARR* has been around for a long time and has built up a dedicated and loyal readership over the years, and while you will probably spot a few minor changes to the content over the next few issues, I have no intention of spearing too far off track and into the gravel.

**THERE ARE SOME ENVIRONMENTS
AND CIRCUMSTANCES WHERE I RECKON
IT'S ACTUALLY BETTER THAN A
MANUAL-SHIFTING MT-09**

Please let us know if there's something in particular you'd like to see in *ARR*... or something you don't want to see. After all, this is a magazine for you, not for those who produce it. As always, you can send feedback via email, through the website or through *ARR*'s social channels. And I'm always up for a chat, so if you see me out on a ride somewhere, please come up and say g'day.

As for new bikes, we have a few interesting tests in this issue, headlined by the Yamaha MT-09 AMT (Automated Manual Transmission). While the thought of letting a bike change gears for you might sound like sacrilege for a motorcyclist, after riding the AMT for a couple of weeks I really started to gel with it. It takes some getting used to, but there are some environments and circumstances where I reckon it's actually better than a manual-shifting MT-09.

I currently have another auto-shifting bike in my garage in the form of the BMW

R 1300 GS Adventure ASA (Automated Shift Assistant), and it too is an impressive bit of kit. But more on the Beemer in the next issue.

Other bike tests in this issue include the Zero SR/F electric nakedbike, the BMW S 1000 XR sports-tourer, and the Royal Enfield Guerrilla 450 LAMS roadster — a pretty decent mix across several genres methinks.

Many of us road riders don't mind a fling on the track from time to time. If you flick over to page 98 you'll find a feature on MEGA Ride Days' 30th anniversary, which was recently celebrated at Sydney Motorsports Park. If you haven't ridden on a racetrack before, you should really give it a go; it's a hell of a lot of fun and is a safe environment in which to open the throttle without fear of getting stung for speeding. And if you have been on track before, but not for some time, you'll be amazed at how well ride days like those operated by MEGA are now run.

We also have travel stories, advice and new product tests and reveals in this issue — I hope we have got the balance right. If you think we have, let us know. If you don't, we'd still love to hear from you.

See you on the road!

Deano

BORN TO BE YOURS



The wait is over. The first of our 2025 bikes are rolling in, with new features and bold paint and graphics.

LEARN MORE AT [H-D.COM](https://www.harley-davidson.com)



GREAT SHOT!



GET DOWN

2024 MotoGP World Champion Jorge Martin wasted no time getting down to business on his first outing on the 2025 Aprilia RS-GP late last year at Circuit de Barcelona-Catalunya. Knee down, elbow down and shoulder down.

PHOTO: Gold & Goose / Red Bull Content Pool



GREAT SHOT!





CREATOR'S 916

This is Massimo Tamburini riding his own 916, the legendary bike that he developed on the roads of Rimini and at the Misano and Mugello circuits – not in a wind tunnel – over a period of six years before it went into production in 1994.

PHOTO: Ducati Media House

NEW 890CC DUCATI V2 MODELS



There were a lot of new bikes and new motorcycle tech unveiled at EICMA late last year, but one of the standouts was Ducati's new 890cc 90° V-twin engine that will be initially available in the new Panigale V2 and Streetfighter V2 models that are set to go on sale in Australia in April and July of this year respectively.

Notably, the new engine does away with Ducati's traditional desmodromic valve actuation in favour of the manufacturer's IVT (Intake Variable Timing) variable valve timing system. This extends valve clearance adjustments out to 30,000km, which will save owners a significant amount of money when it comes to servicing.

Another standout feature is just how much lighter this new V-twin is compared to the existing V-twins in Ducati's model range. At just 54.4 kg, the new engine is 9.4kg lighter than the Superquadro 955, 5.9kg lighter than the Testastretta Evoluzione, and 5.8kg lighter than the Scrambler Desmodue engine. In fact, Ducati says this new V2 engine is the lightest twin-cylinder it has ever produced.

The new engine is currently available in two configurations, one producing peak outputs of 88kW (120hp) at 10,750rpm and maximum torque 93.3Nm at 8250rpm, and the other 85kW (115.6hp) at 10,750 rpm and maximum torque of 92.1Nm at 8250 rpm. A sports



The new Panigale V2 starts at \$24,500 ride away

exhaust for track use on the former of these two configurations is claimed to increase peak output to 94kW (126hp) at 10,000 rpm and torque to 98Nm (+5Nm) at 8250rpm. A LAMS version of the new V-twin engine will also be a part of the future line-up.

Ducati says the 85kW version of the new V2 will be equipped with a more powerful alternator for heavy electrical loads, for use in the new Multistrada V2 which is priced from \$26,100 ride away. This version also scores a shorter ratio for the first and second gears to

improve starting on steep slopes, especially in full-load conditions.

The IVT system continuously varies the timing of the intake valve control over a 52° arc for strong torque delivery at low to middle revs while delivering optimum performance at high revs. Ducati says more than 70 per cent of the maximum torque is available at 3000 rpm, and between 3500 and 11,000 rpm the torque value never drops below 80 per cent.

A ride-by-wire system will allow for four different power modes to adapt power delivery



Multistrada V2 S



Streetfighter V2 S



The V2 makes 120hp



Streetfighter V2 S is \$24,700

to different riding situations and the intended use of the engine. A knock sensor is claimed to allow the engine to operate in countries where it might be difficult to find high-quality fuel.

The gearbox is equipped with Ducati Quick Shift (DQS) 2.0 that is claimed to offer the rider a more direct feeling when shifting. It is also claimed to make it easier to find neutral, while the eight-disc slipper clutch mitigates the retrograde torque with the throttle closed and when downshifting, improving the stability of the bike when braking hard.



PANIGALE V2 AND STREETFIGHTER V2

The new Panigale V2 and Streetfighter V2 are two of the first models to receive the new 890cc V-twin engine. The new Panigale V2 will be available in Australian dealers from April and the Streetfighter V2 will follow in July.

Ducati says the new twin-cylinder Panigale is a completely redesigned bike, and thanks to the new 90° V2 engine and a monocoque frame (weighing just 4kg), it becomes the lightest Panigale ever, tipping the scales at 175kg (kerb), which is 17kg less than the previous Panigale V2 S.

Ducati claims that despite having less power and torque than the MY24 Panigale V2 (114kW/102Nm), the new model offered similar performance levels on track during testing thanks to its lighter weight, modern chassis, new ergonomics and ease of riding. And with a riding position that is less loaded on the front, Ducati says the new Panigale V2 is the "easiest and most enjoyable sportsbike ever".

The new Streetfighter V2 is a full 18kg lighter than its predecessor with a kerb weight of 176kg and, like the new Panigale V2, Ducati says it is more intuitive to ride, lively and exciting thanks to the V2's lightness and torque.

Based on the same monocoque chassis as the Panigale V2, the new Streetfighter V2 also adopts the same fuel tank, seat/tail unit and light three-spoke alloy wheels.

Both the new Panigale and Streetfighter V2 models have a lightweight monocoque frame in which the engine is a stressed member, with a double-sided swingarm and fully adjustable suspension by way of a Marzocchi 43mm USD fork and Kayaba monoshock on base models, while the S versions are equipped with Öhlins 43mm NIX30 USD fork and Öhlins monoshock.

Both bikes run Brembo M50 monobloc calipers up front and Pirelli Diablo Rosso IV 120/70 and 200/55



The new V2 is compact and light...



... and makes 88kW (120hp)

tyres. They also feature a six-axis IMU, cornering ABS, Ducati Traction Control (DTC), Ducati Wheelie Control (DWC), Ducati Power Launch and Ducati Pit Limiter (DPL), Engine Brake Control (EBC), as well as the aforementioned Ducati Quick Shift (DQS) 2.0.

A new five-inch TFT with a user interface derived from that of the new Panigale V4 offers three views — Road, Road Pro and Track — and is said to be easier to read than previously.

At this stage you can have your new Panigale V2 and Streetfighter V2 models in Ducati Red. The new Panigale will set you back \$24,500 ride away while the V2 S is \$26,800 ride away, and the new Streetfighter V2 is \$22,400 ride away and the new Streetfighter V2 S is \$24,700 ride away.

The 997cc V-04



CFMOTO'S 210HP V4 ENGINE!

In a sign of things to come from Chinese motorcycle manufacturing juggernaut CFMOTO, a new 156kW (210hp) V4 engine called the V.04 Engine Concept was unveiled late last year at EICMA.

The new 997cc 90° V4 engine makes a claimed 156kW (210hp) of power at 14,500rpm and peak torque of 114Nm at 12,500rpm, which is on par with the outputs of many superbikes from European and Japanese manufacturers.

Called the V.04 engine concept, the new engine obviously opens new segments for the brand; think sportsbike, hypernaked and high-end adventure machines, for starters.

The new V4 engine has bore x stroke dimensions of 81mm x 48.4mm respectively, and it features titanium connecting rods and valve train components, and a counter-rotating crankshaft.

Weighing just 61.5kg dry, the V.04 is exceptionally lightweight and, according to CFMoto, this optimises agility for racing applications, while the counter-rotating crankshaft is included to enhance cornering performance and anti-wheelie effects for improved track performance.

While at the time of publishing full details were yet to be released, early images showcase advanced engineering elements like a finger-follower valve train setup, secondary top-feed injectors, and oval exhaust ports. CFMoto says each detail of the V.04 underscores the brand's "commitment to high performance and precision engineering, drawing inspiration from elite racing to define future standards".

The new 675NK nakedbike



CFMOTO 675NK TRIPLE

CFMOTO's long-awaited 675NK was revealed late last year and it is obvious that the Chinese manufacturer is aiming this new nakedbike at the likes of the Triumph Street Triple and Yamaha MT-09.

While not quite as powerful as the Triumph or the Yamaha, the 675NK's 675cc DOHC inline triple is claimed to make a handy 67kW (90hp) of power and 70Nm of torque. The engine is mated to a six-speed gearbox with an upshift quickshifter and a slipper clutch.

Under the aggressive styling, designed by Modena40 studio, is a high-strength steel perimeter frame paired with a

lightweight aluminium swingarm. The 675NK has a 1400mm wheelbase, a 26.5° steering head angle and 94mm trail.

The 675NK runs fully adjustable KYB suspension front and rear and J. Juan radial-mount, four-piston calipers up front gripping 300mm discs, while the rear has a 220mm disc with a single-piston caliper.

The new machine has a dry weight of 175kg and an 810mm seat height. As with most other CFMOTO models, the new machine features a colour TFT display with phone connectivity through the CFMOTO Ride app. Standard kit includes traction control and ABS, along with LED lighting.

LS2
HELMETS

F F 3 5 3



KAIJU



Available at all good motorcycle stores or online at:
WHITESMOTO
www.whitesmoto.com.au

\$159.00
RRP





BMW's new 450cc adventure bike



19-inch front and 17-inch rear wheels

BMW JOINS MIDSIZE ADVENTURE PARTY

BMW Motorrad says the near-production-ready Concept F 450 GS shown at EICMA late last year offers a glimpse of a BMW GS for the LAMS class, and what a whole new model series between the BMW G 310 and F 800/900 could look like.

In a nod to the success of other bikes in the midsize adventure class like the CFMoto 450MT and Royal Enfield Himalayan 450, BMW wants a slice of the action with this new GS model. "What was particularly important to us in the development of the new BMW Concept F 450 GS was to achieve the best handling for this segment and combine it with strong performance and optimal accessibility. The riding pleasure on-road and off-road is a top priority for this A2 [LAMS] BMW GS," says Sepp Mächler, product manager of BMW Motorrad.

According to Alexander Buckan, head of BMW Motorrad Design, "The BMW Concept F 450 GS carries the characteristic DNA of the GS family. We have succeeded in designing the Concept with the sporty dynamic appeal of our large off-road icon in a particularly compact form."

The Concept F 450 GS features a newly developed parallel twin-cylinder engine that is limited to 35kW (48hp) for LAMS compliance. BMW says the engine features a never-before-used ignition offset and that it is particularly characterful and eager to rev, yet provides plenty of torque even at low revs.

The Concept F 450 GS is claimed to set new standards in the segment with premium technology. According to Marc Weber, lead engineer of the BMW Concept F 450 GS, "We were able to start the development of

this vehicle with a clean slate. The aim was to enable excellent off-road capability and, at the same time, a nimble and precise handling on the road. Accordingly, the BMW Concept F 450 GS is equipped with a fully adjustable upside-down fork and a shock absorber with load-dependent damping, drawing on technology from rally and enduro sport.

"Through the targeted use of lightweight construction and other state-of-the-art solutions, we can create a sensationally light vehicle close to the minimum weight requirement in the A2 [LAMS] class of 175 kg."

The Concept F 450 GS is also claimed to set new standards in the areas of safety and functionality in its class, with BMW Motorrad ABS Pro (dependent on lean angle) to a performance brake, to freely configurable riding modes. It also features a 6.5-inch TFT display with smartphone and networking capability.

It's likely that most of the features and tech seen on the BMW Concept F 450 GS will make it through to production. Vehicle project manager Johann Simon says, "Following the very sporty off-road focus of the Concept F 450 GS, we will implement the bike as close as possible to this concept. We will only adjust the seat height for better accessibility and easier handling. As an alternative to the cross-spoke wheels (19 inches front, 17 inches rear), lightweight but high-strength cast aluminium wheels in the same dimensions are also conceivable."

At the time of going to print, BMW Motorrad was unable to tell us when the production version of the F 450 GS will be made available in Australia, or how much it will cost.



Just a concept... but close to a production reality

INTERPHONE

stay in touch



GET READY TO STAY IN TOUCH WITH INTERPHONE

100% compatible with SENA



U-COM 16



U-COM 8R



U-COM 7R



U-COM 4



U-COM 6R



U-COM 3HD



U-COM 3

BMW UPDATES MIDSIZE TWINs

BMW has updated its midsize twins with significant technical and visual upgrades and more standard equipment for both the F 900 R and F 900 XR models. The revised F 900 R starts at \$15,250 (+ORC) and the F 900 XR from \$20,940 (+ORC).

"With a significantly extended range of standard equipment, fully adjustable upside-down forks, lighter wheels and a weight saving of 3kg, we have been able to make the BMW F 900 R and F 900 XR even more attractive," says project manager Anton Huber. "The new BMW F 900 R also benefits from a sportier riding position and the BMW F 900 XR from optimised aerodynamics."

BMW says both F-models are designed for sportiness and fun in twisty terrain. The new BMW F 900 R is a 'Dynamic Roadster' with a focus on sporty riding, while the F 900 XR has 'everything it takes to be a confident partner on longer tours and holiday trips with luggage'.

Both machines are powered by a Euro 5+ compliant 895cc parallel twin that makes a claimed 77kW (105 bhp) of power and what BMW describes as a "full-bodied torque curve".

Both bikes come standard with Dynamic Traction Control (DTC) and engine drag torque control, preventing rear-wheel spin or skidding respectively caused by abrupt throttle release or downshifting. They also feature ABS Pro (cornering ABS) and Dynamic Brake Control (DBC).

The bikes are equipped with new fully adjustable 43mm USD forks and new lighter wheels that shave 1.8kg off overall weight. A further 0.8kg is saved through the use of a lighter battery as standard, while an optional Akrapovič silencer saves another 1.2kg and is said to give a tastier sound to the parallel twin which features a 270-degree firing interval.

Both R and XR models score a new rear end with function-integrated turn indicator lights (brake and taillight functions are integrated into the turn indicator lights). The F 900 XR comes with Headlight Pro as standard, including daytime running light and adaptive headlight.



F 900 R UPDATES

- Complies with Euro 5+ emission standards.
- New ergonomics with optimised handlebar and footrest position for improved riding position.
- New upside-down telescopic forks with adjustable damping rebound and compression damping and spring preload.
- New wheels, approx. 1.8 kg lighter.
- New battery, approx. 0.8 kg lighter.
- Dynamic Traction Control DTC, engine drag torque control, BMW Motorrad ABS Pro and Dynamic Brake Control DBC.
- "Dynamic" riding mode with new settings.
- Slim rear end with integrated turn indicator lights.
- New colours.
- New genuine BMW Motorrad accessories such as sports silencer in collaboration with Akrapovič, milled footrests and foot levers as well as axle protectors and lockable soft cases.
- New Sport seat (+ 25mm seat height) available as optional equipment ex works.

Other new standard features of the F 900 XR include a USB-C charging port and heated grips, while the F 900 R gets a repositioned handlebar and footpads for a more sporty riding position.

The new BMW F 900 XR offers even more touring capability and long-distance comfort thanks to optimised aerodynamics in the front fairing. A redesigned wind deflector reduces wind pressure on the rider, resulting in significantly less helmet vibration and even greater riding comfort. The hand protectors, which are standard for all equipment variants, also provide improved protection from the wind and weather.

There's a comprehensive range of genuine accessories available for both models including Akrapovič silencer, milled footpegs and levers, axle protectors, lockable soft cases, M engine spoiler, and an F 900 R sport seat (+ 25mm) and F 900 XR high seat (+ 25mm) and high windshield (+ 30mm).

F 900 XR UPDATES

- Complies with Euro 5+ emission standards.
- Increased wind and weather protection thanks to optimised wind deflector.
- Hand protectors.
- Heated grips.
- New upside-down telescopic forks with adjustable damping rebound and compression damping and spring preload.
- New wheels, approx. 1.8kg lighter.
- New battery, approx. 0.8kg lighter.
- Dynamic Traction Control DTC, engine drag torque control, BMW Motorrad ABS Pro and Dynamic Brake Control DBC.
- "Dynamic" riding mode with new settings.
- Headlight Pro (daytime running light and adaptive headlight).
- USB charging port.
- Slim rear end with integrated turn indicator lights.
- New colours.
- New genuine BMW Motorrad accessories such as sports silencer (in collaboration with Akrapovič), milled footrests and foot levers as well as axle protectors and lockable soft cases.
- New high seat (+ 25mm seat height) available as optional equipment ex works.
- New high windshield (+ 30mm seat height) available as optional equipment ex works.



NEW **VERSYS 1100**

DESTINATION: EVERYWHERE



THE NEW VERSYS 1100 BRINGS LONG-RANGE COMFORT, ANY-ROAD VERSATILITY, AND INCREASED POWER TO EVERY RIDE.

Whether touring the countryside or crossing the city, solo or with a passenger, prepare to extend your horizons with flexible luggage solutions plus advanced rider aids. Climb aboard the Versys 1100 and set your horizons to Destination Everywhere.

NEW DIGITALLY FUEL-INJECTED 1,099 CC IN-LINE FOUR
INCREASED POWER WITH IMPROVED HIGH-SPEED PERFORMANCE
STATE-OF-THE-ART IMU-ENHANCED ELECTRONICS PACKAGE

NEW RIDELOGY THE APP WITH VOICE COMMAND**
SUPERB COMFORT AND UPRIGHT RIDING POSITION
LONG-TRAVEL SUSPENSION AND SPORTY 17" WHEELS

www.kawasaki.com.au

Kawasaki
Insurances

Kawasaki
Motors Finance

Kawasaki
GENUINE ACCESSORIES



kawasakiaus



@kawasakimotors_au

**Subscription required for access to certain features. See website for details.

Kawasaki
Let the Good Times Roll

Tuono V4 Factory



Tuono V4



TUONO V4 GIVES YOU WINGS

Considered some of the best real-world sportsbikes since their release in 2012, the Aprilia Tuono V4 and Tuono V4 Factory just keep getting better, and now there's an update for both of the MY25 models headlined by a new design with advanced aerodynamics, including the addition of wings, a new APRC (Aprilia Performance Ride Control) electronic package with a predictive function, and an increase in engine capacity from 1077cc to 1099cc with a corresponding increase in power and torque.

Aprilia says the new design is characterised by compact, pared-back shapes which enhance the Tuono's sporty appearance, yet offer more protection from the airflow. In addition, the new Tuono now features two overlapping wing surfaces which are claimed to increase the vertical load by 2.5kg at 250km/h, providing more stability at speed.

Both Tuono V4 variants are powered by a Euro 5+ compliant 1099cc 65° V4 engine featuring 52mm throttle bodies and making a claimed (180hp) at 11,800rpm and 121Nm at 9600rpm. The engine has a new exhaust system with a relocated catalytic converter that is said to decrease the heat on the rider's legs.

The electronics package now features adaptive/predictive components on the wheelie, traction and yaw controls. According to Aprilia, "The predictive component of the algorithm processes the vehicle parameters in real time (speed, lean angle, gears, throttle opening etc) in order to prepare for the system intervention in advance, in a gradual, targeted manner. In addition to this, the cutting-edge software continuously analyses the vehicle's dynamic responses and the individual riding style, offering even more refined, effective control."

The Tuono V4 is equipped with fully adjustable Sachs suspension front and rear and will be available in two matt colours (Shark Grey and Scorpion Yellow), while the Tuono V4 Factory scores Öhlins Semi-Active Smart

EC 2.0 suspension, standard Comfort Pack and standard Track Pack, and will be available in Dark Kraken. Various accessories will be available on both models, which are due at Australian dealers in mid-2025.



PIRELLI AND METZELER RECALL

The ACCC and Pirelli Tyres Australia Pty Ltd have announced a tyre recall affecting the following Pirelli and Metzeler branded tyres:

Pirelli Scorpion Trail II 150/70R18

- Tyre ID: EB 2M X032
- Production date code range 0117-4024
- Sale date: 1 Jan 2017-6 Oct 2024

Metzeler 150/70R18 M/C TL 70V Tourance Next

- Tyre ID: EB 0M X033
- Production date code range 4816-2424
- Sale date: 28 Nov 2017-16 Jun 2024

Metzeler 150/70R18 M/C TL 70V Tourance Next II

- Tyre ID: EB 0M 614L
- Production date code range 3521-2624
- Sale date: 5 Sep 2021-30 Jul 2024

Irregular tyre wear may develop, causing parts of the tyre reinforcement to break, resulting in possible detachment of the tread layer and/or sudden deflation. The hazard is a risk of serious injury or death from a crash.

If fitted with any of the listed tyres consumers are advised to stop using their motorcycle immediately and have the tyre checked by a Pirelli or Metzeler dealer to arrange a free replacement or a full refund. For more contact Pirelli Tyres Australia on 1300 300 008 or email contactcentretyres@pirelli.com.au.

A FORCE OF NATURE



ROCKET 3^R | **ROCKET 3^{BT}**
STORM | **STORM**

Powered by the largest motorcycle production engine in the world, the new 2024 Rocket 3 Storm has pushed the limits again. Upgraded for a record-breaking 225Nm of torque and boasting more explosive acceleration, phenomenal handling and impeccable styling, it's a truly awe-inspiring ride. From \$38,890 rideaway.

Book a test ride at [TriumphMotorcycles.com.au](https://www.com.au)



LEARN MORE



FOR THE RIDE

Captain America's
Fat Boy?!

OLD-SCHOOL COOL

This is what Fran Manen and his team at Lord Drake Kustoms think Captain America might ride in one of his Marvel superhero movies one day.

Called the Liberator, the bike is based on a Harley-Davidson Fat Boy and is said to be inspired by the 1942 WLA Liberator model used by the US army during WWII, and which the superhero rides in the movie *Captain America: The First Avenger*.

This Liberator features a 240-section rear tyre, custom rims, Legend air suspension, a SuperTrapp exhaust system, half monkeys and a custom fuel tank finished in Oak Metallic Green with a gold star that represents Captain America's shield.



Air exits via the red duct



HIGH-TECH FUTURE

White Motorcycle Concepts (WMC) has applied its advanced aerodynamics to an electric bike thanks to a collaboration with Zero Motorcycles.

The re-engineered Zero SR/S concept incorporates a bifurcated aerodynamic duct running directly through the centre of the motorcycle, channelling air from behind the front wheel and exiting above the rear wheel. To enhance the airflow through the patented duct, the team has also designed a new aerodynamic front fender and fork shroud package, ensuring maximum airflow through the system.

The concept behind WMC's central air duct has been honed as part of its land-speed record program, and in this application on the Zero SR/S, the optimised dual-channel design and upstream architecture is claimed to deliver a 10 per cent increase in aerodynamic efficiency, resulting in range at highway speeds, in turn reducing the need for a larger battery.

"The whole industry is currently facing a huge technical/commercial challenge to produce an electric motorcycle with performance close to its petrol equivalent," said Robert White, founder and CEO of White Motorcycle Concepts. "This problem space will not be solved by battery technology alone; it requires a blend of innovations to bridge the gap now and provide efficiency benefits in the future."

Abe Askenazi, Zero Motorcycles' CTO, added, "From our initial meeting at EICMA, we have been interested in understanding the potential impact of WMC's aerodynamic duct. We are committed to innovation and, while battery development is advancing rapidly, we believe a combination of technologies is the key to developing the electric motorcycles of the future."

WMC and Zero Motorcycles say the project is a great demonstration of what is possible when two innovative companies work together to address one of the motorcycle industry's greatest challenges.



MEGA NIGHTS

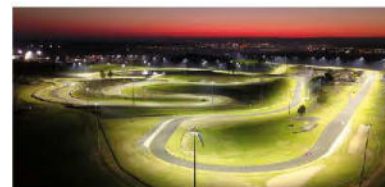
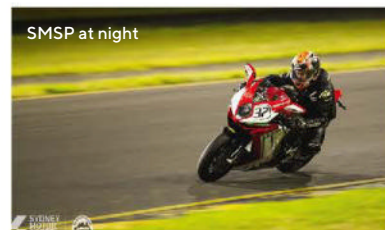
If you've ever wanted to ride at Sydney Motorsport Park (SMSP) at night, MEGA Ridedays has its third SMSP Ride Night taking place on Friday 11th April, 2025.

"We manage the on-track activities to the industry-leading standard that MEGA is renowned for, developed over 30 years of constant evolution," the company says. "Utilising our unique tracking system and experienced staff, we make sure

you're in the correct group and monitor group riding behaviour, giving you the safest possible environment and the best opportunity to get the most from your time on the bike."

Each night will have three groups (slow/medium/fast), offering four 20-minute sessions per group. The price is \$249. For more details, email info@ridedays.com.au or call 0490 281 840 during normal business hours.

SMSP at night



ELEVATE TO R-WORLD

Team Yamaha Blue



Intensity White / Redline

Matt Black

ALL-NEW YZF-R9

- Lightest Yamaha Supersport chassis
- Thrilling triple cylinder power
- Comprehensive control technologies
- Most aerodynamic Yamaha model



SCAN ME

ORDER NOW

AUTOMATIC CHOICE

Does auto shifting detract from the joy of riding a motorcycle?
We test the Yamaha MT-09 AMT to find out.

WORDS DEAN MELLOR PHOTOS INCITE IMAGES





At first glance, no one will know it's an auto

There is something special about this Yamaha MT-09. It might look like any other MT-09, with its minimalist angular bodywork and compact LED headlight in that Darth Vader-like cowl, but what makes it special are the bits that are missing. Look a little closer and you'll see there's no clutch lever and no gear lever...

That's because this is the new Yamaha MT-09 AMT, which represents the manufacturer's first foray into the world of self-shifting gearboxes on motorcycles. While this would suggest it features an automatic transmission, AMT actually stands for Automated Manual Transmission, which may sound like an oxymoron if ever there was one. But in this case, 'Automated Manual' is an apt

description, because the MT-09 AMT runs the same gearbox as the manual MT-09, with the automated bit courtesy of the clutch and gear shift each being actuated by electric motors, eliminating the need for both the clutch lever and the foot-operated gear shifter. Gear shifting can be looked after 'automatically' in either the 'D' mode or the sportier 'D+' mode, or 'manually' via a seesaw switch on the left switchblock.

Of course, automatic shifting is nothing new on motorcycles, with Honda's Dual Clutch Transmission (DCT) system introduced well over a decade ago on the VFR1200F, and now proving popular on models like the GoldWing and NT1100 tourers, the CMX1100 cruiser and the Africa Twin adventure bike. But automatic shifting like the system on this MT-09 AMT is

new for Yamaha, and when we tested the bike, the manufacturer was testing the waters in Australia, initially bringing in just 30 to 40 units to see what sort of demand is out there in the marketplace.

After riding the MT-09 AMT, I reckon there could quite a few riders interested in this technology... and the AMT system is set to be introduced to other models in the Yamaha range in the not-too-distant future.

IT'S NOT THAT DIFFERENT

Other than the fact it's equipped with an automated manual transmission, the MT-09 AMT is essentially the same bike as the manual MT-09... right down to the \$17,399 ride-away price. That means it's powered by the same



Not much for a pillion to grab hold of



The 890cc triple makes a claimed 87.5kW and 93Nm



Hypermotard 698 Mono Live.Play.Ride.

The new Hypermotard 698 Mono is the first single-cylinder Supermotard road bike by Ducati, born simply to thrill, dominating the scene. This new "fun-bike" with racing DNA mounts the world's most sophisticated and powerful single-cylinder engine, the new Superquadro Mono, that, with its 77.5 hp and 10,250 rpm limiter, sees the new Hypermotard 698 Mono rewrite the rules of the game.

A simple, lightweight, and agile bike that promises ultimate performance on any asphalt surface. Equipped with an unparalleled electronics package, with brand new motard riding strategies, the new Hypermotard 698 Mono offers the ideal mix of style, power, and control, so that you need only focus on enjoying every minute of the ride.

Displacement 659 cc | **Power** 57 kW (77.5 hp) @ 9,750 rpm | **Seat height** 904 mm | **Wet weight no fuel** 151 kg

Find out more at your local dealer and on [ducati.com](https://www.ducati.com)

Overseas model is shown and specifications may vary for the local model. The model in this image may feature accessories and merchandise that are not supplied as standard. Always wear protective motorcycle clothing when riding and obey local road regulations. Do not attempt to recreate the riding scene depicted in this image. Contact your Authorised Ducati Dealer for more information.





Narrow profile makes the MT-09 easy to ride in traffic

CP3 890cc inline triple engine that makes a claimed 87.5kW (113hp) at 10,000rpm and 93Nm at 7000rpm, mated to a six-speed gearbox and with chain final drive.

The engine is housed in a die-cast aluminium Deltabox frame and the MT-09 runs fully adjustable KYB suspension front and rear, with a 41mm USD fork at the pointy end and a monoshock in the rear. Wheels are lightweight spin-forged items wearing Bridgestone Battlax Hypersport S2 rubber with a 120/70ZR17 up front and a 180/55ZR17 on the rear.

The front brakes feature a Brembo radial master cylinder with four-piston radial-mount calipers gripping twin 298mm discs, while there's a single-piston caliper at the back and a 245mm disc. A six axis IMU allows for the use of cornering ABS and traction control, and other rider aids include slide control, front wheel lift control and a back slip regulator, the latter to prevent rear wheel lock when downshifting. Cruise control is standard too.

ON THE ROAD

As I lined up the MT-09 AMT with the ramp to load it into my van at Yamaha's Sydney HQ, I was concerned by the lack of a clutch lever. To get rolling, you simply select first gear with a tap on the '+' seesaw switch on the left switchblock and wind on the throttle, but would the automated system have the finesse to feather the clutch as I walked the bike up the ramp? I needn't have worried; the electric motor operating the clutch seemed to know exactly what I was up to. There was no sudden engagement or lurching and as soon as I rolled the bike into the wheel chock and backed off the throttle, the clutch automatically disengaged.

This simple twist-and-go from a standstill makes quick getaways from the lights a doddle, and if you're in either of the auto modes, you don't have to think about when to snick into



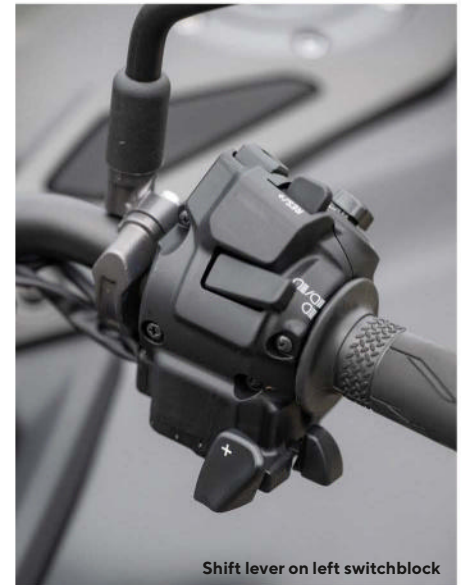
From this angle it looks just like a manual MT-09



Exhaust exits in front of rear tyre



It's a blast on the open road



Shift lever on left switchblock



Brembo master cylinder



Mode button on right switchblock



It looks complicated... but isn't

the next gear; just open the throttle and keep an eye on the speedo. In either 'D' mode or 'D+' mode, the system will adapt to your riding style, short shifting if you're on partial throttle and not in a hurry, but holding on to gears for longer with wider throttle openings. The 'D+' mode holds on to gears for longer for a sportier riding experience, although there's not a huge difference between it and the 'D' mode.

You can select either of the auto modes, or manual shifting, via a button on the right switchblock. Once in manual, you simply shift gears via the '+' and '-' seesaw switch on the left

switchblock, using your forefinger (pull to upshift and push to downshift) or your forefinger and thumb. At first I had to really think about which way to tap the seesaw switch, and on occasion I downshifted instead of upshifted, so was thankful that the back slip regulator did its job when I accidentally shifted down to first instead of up to third, but after a couple of days riding the AMT, it started to feel as natural as shifting with a foot-operated gear lever.

Performance-wise, there's not much to pick between the AMT version of the MT-09 and the manual version, although Yamaha says

there are advantages with the Automated Manual Transmission: "Shifting by hand alone, as opposed to a foot-and-hand combination, is not only quicker, but requires less thinking time, allowing the rider to hyper-focus on throttle and brake application, lean angle, body position and tyre grip levels to intensify the ride, especially in cornering." I'm not so sure if my hands work quicker than my feet, but one definite advantage of the AMT is your foot doesn't get in the way when cranked over in left-hand corners and wanting to change gears, because you can leave your toes up on the footpeg.



Fit and finish is excellent



Rear shock is fully adjustable



The MT-09 has a light and flickable chassis

The MT-09 AMT is equipped with the same selectable ride modes as the manual variant, which means you can choose between Rain, Street, Sport and two Custom modes, or delve into the settings further and tailor each mode to suit your preferences. Variable parameters include the lean-sensitive three-level traction control (TCS), Slide Control System (SCS), Brake Control System (BC) and Back Slip Regulator (BSR), and once you have them at the levels you want, you can assign them to either of the Custom modes for easy selection via the mode switch. It should be noted that if you switch off the Front Wheel Lift Control System (LIF), it will remain off in all modes until you switch it back on again.

And what about wheelies, you ask? With LIF switched off, just crack the throttle open in first gear and the front end will loft straight away. In fact, with an abundance of torque down low and throughout the midrange, the front wheel can get quite flighty in second

and third gears when accelerating hard out of corners; for day-to-day riding, it's a good idea to leave LIF switched on.

You might think that automated shifting would detract from the riding experience, but that fabulous CP3 inline triple ensures this MT-09 still has plenty of character and is still a blast to ride. The engine is a pearler, pulling hard throughout the rev range and making a satisfying howl while doing it. The MT-09's airbox is equipped with acoustic amplifier grilles in the top of the fuel tank that enhance induction roar, and combined with the exhaust note, the bike sounds great from the rider's perspective.

The exhaust doesn't have a traditional end-can muffler, but rather a system that is packaged under the bike with dual outlets either side of the rear wheel. While this means there's a sizeable lump of metal positioned under the bike, it also frees up the view down both sides of the MT-09, showing off the



Fully adjustable KYB USD fork

beautifully sculpted swingarm and giving the rear end a tidy, uncluttered appearance.

The MT-09 AMT is a compact bike with an accessible 825mm seat height and an upright riding position that is well suited to commuting duties. The handlebar is the widest part of the bike, which makes filtering through traffic easy, and weighing in at just 196kg wet (only 3kg more than the manual variant) it is easy to manoeuvre at low speeds. But the MT-09 is much more than just an around-town bike...

Get out on the open road and the light, flickable chassis makes the MT-09 a hoot through the twisties. The wide-ish handlebar makes it easy to throw it on its side and aids quick changes of direction, but it doesn't feel at all nervous and will hold a line well when cranked over. The standard suspension settings worked well for my 76kg plus riding gear, but if you feel the need to tweak it to suit your weight and riding style, there's preload adjustment front and rear, as well



Better suited to carrying luggage than a pillion



Front brakes provide good feel and stopping power

SH38X

THE MOST COMPACT
EXPANDABLE PANNIERS

SHAD
ENGINEERED FOR RIDING



international
red dot
design award



ALLOY
\$1149



CARBON
\$999



ACCESSORIES



FITTING KITS FROM \$199



INNER MESH



HELMET INSIDE



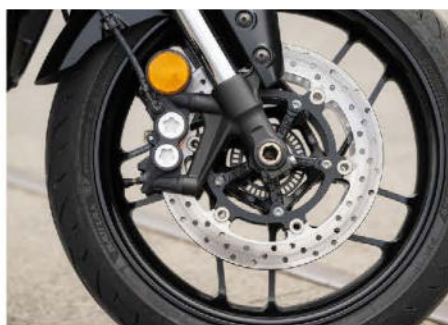
BACK



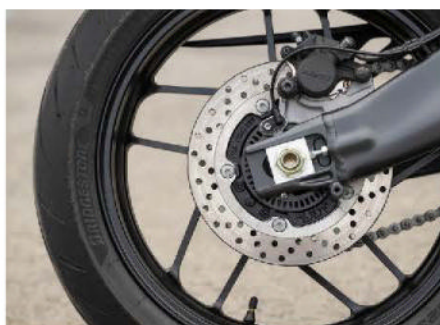
INNER BAG (Optional)



Minimalist LED headlight



Twin 298mm discs and four-piston calipers up front



Single-piston caliper and 245mm disc at the rear



Five-inch colour TFT display

as compression and rebound damping adjustment at both ends. Part of this test was over some pretty chopped-up back roads and suspension compliance was impressive.

The Bridgestone Battlax Hypersport S23 M tyres – a 120/70ZR17 up front and a 180/55ZR17 at the rear – offer loads of dry-weather grip and inspire plenty of confidence when riding hard. Although I didn't cop any inclement weather on this test, I have ridden with these tyres in the wet on previous occasions and can vouch for their effectiveness.

While there is no branding on the radial-mount front-brake calipers, the MT-09 is equipped with a Brembo master cylinder and the setup provides plenty of stopping power and good feel at the span-adjustable lever. The rear brake is likewise more than satisfactory. When you start braking and come to a stop, the AMT system automatically downshifts and then disengages the clutch, so you can focus solely on braking. Of course, this might not seem like much of a big deal to seasoned motorcyclists, but it's certainly convenient, especially when riding around town in stop-start traffic.

WELL EQUIPPED

As well as its fully adjustable KYB suspension, the MT-09 AMT is equipped with standard

cruise control and Yamaha's Smart Key System. The cruise control is easy to use and does a good job of maintaining set speed, while the smart key means no more fumbling through your pockets looking for a physical key after you've put your gloves on. And unlike some other smart key systems, you don't need a physical key to unlock the fuel cap; it unlocks automatically when you switch the ignition off, and locks again when you engage the steering lock.

A full-colour 5-inch TFT screen with smartphone connectivity and navigation clearly shows all the major information you need when riding, such as digital speedo, bar-graph tacho, gear-position indicator and fuel level, but despite selectable themes, some secondary readouts are a bit small for those of us who need reading glasses. Having said that, it's easy to navigate through the various functions and settings, and you can adjust Yamaha Ride Control (YRC) settings via the myRide app.

When it comes to accommodation, the MT-09 is a compact machine, but the adjustable handlebar and footpegs allow riders to tailor the riding position to suit them. The rider's seat is wide and supportive where it needs to be, and the kick-up at the rear stops you from sliding back under hard acceleration.

The pillion seat is on the small side, and there's not a lot to grab hold of back there, but I had no problem securing a bag to the back with a couple of tie-down straps.

The 14-litre fuel tank is on the small side, but on test I recorded a respectable average fuel consumption figure of 4.6L/100km, so you might be able to eke out 300km between refills.

VERDICT

I think one of the most surprising things about the Yamaha MT-09 AMT is that it costs the same as the manual variant, which itself is excellent value for money at \$17,399 ride away, especially when you consider the performance and versatility it offers, as well as its fully adjustable suspension and impressive suite of electronic rider aids. And the AMT even scores the smart key system, which was previously only offered on the top-spec MT-09 SP.

After spending a couple of weeks with the MT-09 AMT, I think Yamaha Australia is being a little conservative regarding potential demand for this bike, but it will have to get bums on seats to prove to riders how good it is. Would I buy the AMT over a manual MT-09? If it was my only bike and I was going to use it for commuting as well as weekend rides, I reckon I might consider it. **ARR**



ROBUST & STYLISH LUGGAGE BUILT WITH METICULOUS *ATTENTION TO DETAIL.*

For 25 years, we have been serving the needs of adventure motorcyclists around the globe. Our innovative luggage and protection parts have been engineered down to the smallest detail, for every model and every adventure. Bike-specific tank rings, sleek luggage carriers and mounts for bags, cases and GPS devices.

We understand the longing for freedom and adventure that drives every motorcyclist. Our products are made to support this passion and offer you maximum comfort, convenience and safety on every ride.

**AVAILABLE AT ALL GOOD AUSTRALIAN
POWERSPORT RETAILERS!**



SW-MOTECH is proudly imported and distributed by A1 Accessory Imports.
Visit www.a1accessory.com.au for more information.



COMPETITION

BMW F 900 R



Ducati Monster



Kawasaki Z900



Triumph Street Triple 765 R



Yamaha MT-09



BMW F 900 R, from \$15,290 + ORC

The 2024 BMW F 900 R is a dynamic, midsize naked bike equipped with an 895cc parallel-twin engine delivering a claimed 73kW (99hp) at 8500rpm and 88Nm at 6750rpm. The bike features advanced electronics, including multiple riding modes and dynamic traction control. Its lightweight frame and ergonomic design make it ideal for city rides and twisty roads alike, and it has an accessible 815mm seat height (optional from 770mm to 865mm) and 211kg kerb weight. It offers riders a balanced mix of performance, comfort, and modern tech in an accessible package.

Ducati Monster, \$19,700 ride away

The Ducati Monster is powered by a 937cc Testastretta L-twin engine producing a claimed 82kW (111hp) at 9250rpm and 93Nm at 6500rpm. The lightweight frame and compact design make it responsive and nimble, ideal for both city and sport riding; it tips the scales at 179kg (kerb) and has an 820mm seat height. It is equipped with advanced tech, including traction control and customisable ride modes. The engine is the star of the show and the abundance of low-rpm torque and a meaty midrange makes it easy and engaging to ride.

Kawasaki Z900, \$13,459 + ORC

Another fun midsize naked bike, the Kawasaki Z900 is powered by a 948cc inline four that makes a claimed 92.2kW (125hp) at 9500rpm

and 98.6Nm at 7700rpm. It combines sporty performance with everyday comfort. It has a high-tensile trellis frame and key features include multiple riding modes, traction control and integrated riding aids. It has a 212kg kerb weight and an accessible 820mm seat height.

Triumph Street Triple 765 R, \$18,390 ride away

The Triumph Street Triple 765 R is powered by a 765cc inline-triple engine that delivers a claimed 88.3kW (118hp) at 11,500rpm and 80Nm at 9500rpm. This is the same engine used in the Moto2 world championship and it offers exhilarating power and a distinctive, throaty exhaust note. Standard kit includes a quickshifter, selectable riding modes, traction control and cornering ABS, making it highly responsive and adaptable for both street and track. Seat height is 826mm and wet weight is a lithe 189kg. The Street Triple 765 R strikes a great balance between everyday usability and sporty thrills, appealing to enthusiasts and commuters alike.

Yamaha MT-09, \$17,399 ride away

If you don't like the idea of an automated manual transmission but the Yamaha MT-09 is the midsize naked bike of your dreams, you're in luck. Just buy the manual variant for the same price as the AMT model. The manual is 3kg lighter and if you have a lazy left hand, you'll love the standard quickshifter. One thing you won't get, however, is the smart key; the manual variant has a traditional key unless you opt for the more expensive MT-09 SP.

Conquer all Summits



learn more

Embark on unforgettable journeys with the CFMOTO 450MT, a powerful and versatile adventure touring motorcycle designed to explore the world beyond boundaries.



Tundra Grey

450MT

\$9,490
RIDE AWAY

3 YEAR
WARRANTY



Zephyr Blue

While others dream of conquering summits, the **450MT** simply lives it. Whether you crave the freedom of open roads or the excitement of off-the-beaten-path exploration, the **450MT** is your passport to limitless adventure.

*Ride Away price advertised includes 6 months of registration. In states with no 6-month registration term available, the ride-away price will be \$9,690, and the registration term will be 12 months. Full model specifications, pricing and range can be viewed at www.cfmoto.com.au





Bridgestone Battlax rubber is excellent



Acoustic grilles enhance engine note



Small pillion seat



No clutch lever, just a paddle shifter

SPECIFICATIONS

2024 YAMAHA MT-09 AMT

ENGINE

Type: Liquid-cooled in-line triple-cylinder, DOHC, four valves per cylinder

Capacity: 890cc

Compression ratio: 11.5:1

Engine management: Mikuni EFI

PERFORMANCE

Claimed maximum power:

87.5kW (117hp) @ 10,000rpm

Claimed maximum torque: 93Nm @ 7000rpm

Fuel consumption: 4.6L per 100km (measured)

TRANSMISSION

Type: Constant-mesh 6-speed gearbox with automated manual shift

Final drive: Chain

Clutch: Wet, multi-plate, slipper

CHASSIS AND RUNNING GEAR

Chassis: Aluminium twin-spar frame

Front suspension: KYB 41mm USD fork, fully adjustable, 130mm of travel

Rear suspension: Double-sided swingarm with monoshock, fully adjustable, 130mm travel

Front brakes: Twin 298mm discs, radial-mount 4-piston calipers

Rear brake: Single 245mm disc, single-piston caliper

Tyres: Bridgestone Battlax Hypersport H2 F: 120/70ZR17 (58W); R: 180/55ZR17 (73W)

DIMENSIONS AND CAPACITIES

Rake: 24.7°

Trail: 108mm

Claimed wet weight: 193kg

Seat height: 825mm

Wheelbase: 1430mm

Fuel capacity: 14L

ELECTRONICS, RIDER AIDS & CONVENIENCE FEATURES

Cornering ABS, Cornering Traction Control System (TCS), Slide Control System (SCS), Front Wheel Lift Control System (LIF), Back Slip Regulator (BSR), Brake Control System (BC), Y-AMT with 'D', 'D+' and 'Manual' modes, cruise control, smart key

ETCETERA

Price: \$17,399 ride away

Colours: Tech Black (as tested), Midnight Cyan or Tech Blue

Test bike supplied by: Yamaha Australia

Service intervals: 10,000km/12 months

Warranty: 2 years, unlimited km

URL: <https://www.yamaha-motor.com.au/products/motorcycle/road/maximum-torque/mt-09-y-amt>

ROYAL ENFIELD

ROYALENFIELD.COM.AU

The Return of
the Real Roadster

GUERRILLA 450

KINETIC, INTUITIVE AND EAGER TO PLAY
RIGHT ACROSS THE POWER BAND.
THE GUERRILLA 450 WAS DESIGNED FOR ONE
THING AND ONE THING ONLY: RIDING.
STRIPPED OF ALL SUPERFLUITY, THIS MOTORCYCLE
HAS BEEN PRECISELY ENGINEERED TO DELIVER
PURE, PRIMAL FUN.



3
YEAR

∞
KM
Unlimited km
Warranty

24
7
Roadside
Assistance

L
LANG
Approved

FROM \$8,590* RIDEAWAY



royalenfield.com.au



* Advertised 'Ride Away Price' is based on a minimum of 3 months registration, some states or territories may have to include up to 12 months registration. Overseas models may be shown with accessories that are not standard fitment. Royal Enfield Australia reserves the right to vary colours, specifications and pricing at any time. Please contact your local dealer for final specifications and pricing.

GUERRILLAS IN OUR MIDST

Royal Enfield's second liquid-cooled single model has arrived in Oz, following in the tyre tracks of the popular Himalayan. Does the retro roadster have what it takes to succeed Down Under? We find out...

WORDS SEAN MOONEY PHOTOS TOM FOSSATI AND MATTHEW HAYMAN





Riding the Guerrilla on home soil

Lane-splitting through peak-hour traffic, on the lookout for a small lane behind the Royal Enfield dealer where I've been told a fleet of shiny new Guerrilla 450s is parked, I spy a splash of colour out of the corner of my eye. I turn my head to see a host of gold-flake black and red, white pearl gloss and blue, and bright yellow and purple petrol tanks glinting in the sun. I've definitely made it to my destination, as there's no confusing the Guerrilla paint schemes with anything else on the market.

This colourful approach is clearly part of Royal Enfield's marketing strategy for its fun retro 452cc single, as the Indian motorcycling giant claims that the Guerrilla is a "declaration of independence from the mind-numbing conformity of the modern motorcycle". I'm not sure I can fully go along with that; we motorcyclists are more spoiled for choice than ever before. However, while the quality, variety and reliability of bikes have never been higher, there's no denying the Guerrilla is a back-to-basics kind of machine, which delivers a pure and simple motorcycling experience that both leaners and experienced riders can enjoy.

I attended the world launch of the Guerrilla 450 held in Barcelona last year, and at the time I found myself wishing I could ride the bike in Australia, primarily because the Spanish roads were too smooth and the traffic too bike-friendly to truly emulate our local conditions. My initial impressions were positive, so when I was offered the opportunity to ride a Guerrilla through Sydney and into the Blue Mountains – traffic snarls, potholes, roadworks and all – I couldn't refuse.

WHAT IS IT?

Just in case you haven't been introduced to the Guerrilla 450 already, or if you need a

little refresher, here are some highlights. With its retro styling and aggressive pricing (just \$8590 ride away), Royal Enfield's new LAMS-approved roadster is clearly aimed at younger riders looking for a colourful old-school bike. It's only the brand's second ever production model to employ a liquid-cooled engine, which is the same 452cc 'Sherpa' single-cylinder unit employed in the latest version of the popular Himalayan adventure bike.

As the Guerrilla is based on the same platform as the Himalayan – and with only a slightly higher price tag, the adventure bike is arguably its biggest competitor – it makes sense to look at how they differ. The Guerrilla is lower and shorter than the Himalayan, which will appeal to smaller and less-experienced riders who might find the adventure bike slightly intimidating. Weighing in at 185kg (with 90

per cent fuel), the Guerrilla is also 11kg lighter than the Himalayan, which gives it a slightly better power-to-weight ratio. Perhaps the most important differences to the Himalayan in terms of handling come in the form of the Guerrilla's shorter, non-adjustable and non-inverted 43mm telescopic fork (with retro rubber fork gaiters) and 17-inch cast alloy wheels front and rear.

SIZE AND SIMPLICITY

So, with the intended audience and design brief in my mind, I hop aboard a Playa Black version of the Guerrilla and get ready to ride into the hills. The bike's upright and quite neutral seating position is easy and familiar, with a well-padded seat and mid-set footpegs. While they are definitely set for someone a little shorter than me (I'm 190cm), it's by no means a cramped riding position for





ABOVE Chunky rubber works surprisingly well on the road BELOW Yellow Ribbon (left) and Playa Black look great bathed in golden light

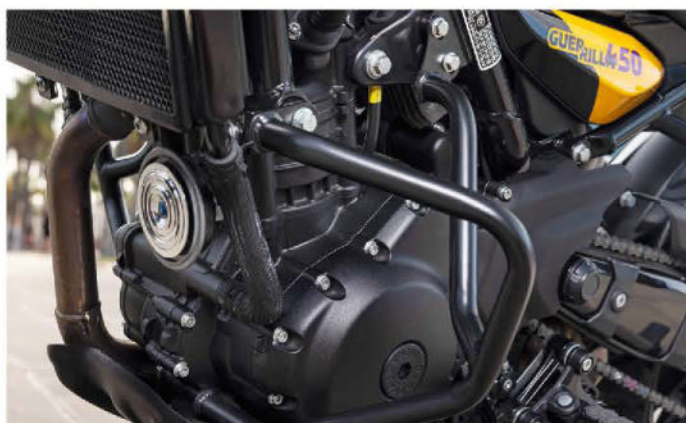




Steel tube frame and subframe



The same 452cc liquid-cooled single used in the Himalayan



Engine guard is just one of many optional accessories



Optional black aluminium sump guard

taller riders. On that note, I have a ride later in the day of a bike fitted with the optional bench seat that increases seat height by 22mm. It is flatter and slimmer than the standard seat, which is better for my hips and knees, although the original, wider seat feels more butt-friendly.

Heading out into the traffic, the Guerrilla's size and simplicity make it easy for me to lane split and weave through the congestion. When I hit the motorway, it feels a bit less at home with no wind protection, but the engine is quite happy to cruise at freeway speeds and beyond.

With its four-valve head, dual overhead cams and short-stroke design, the 452cc single has a modest peak power output of 29kW at 8000rpm and produces 40Nm of torque at 5500rpm. So the Guerrilla is no sportsbike, but with more than 85 per cent of this torque available from 3000rpm and a re-map for street use, its powerplant does perform the task of shifting a retro roadster without fuss.

OPEN ROAD

Once the mountain twisties begin, I remember that the reduction in suspension

travel, smaller front wheel, tighter rake, revised head angle, slightly narrower 'bar, and shorter subframe and wheelbase of the Guerrilla compared to the Himalayan combine to create a more agile, quicker steering package. I still think the Himalayan is more suited to Australian conditions with its longer suspension travel and larger front wheel, but the Guerrilla is by no means out of its depth. The basic front fork and linkage-type monoshock rear suspension with adjustable preload do a decent job of soaking up the bumps.

Brava Blue is one of three available colours



Small, light and accessible





ABOVE Guerrilla feels agile and quick to steer BELOW Lined up and ready to roll



The chunky, scrambler-style CEAT Gripp XL Rad Steel tubeless tyres fitted to all new Guerrillas were designed and produced in India specifically for the bike. I can't see many of these machines doing anything off-road that requires 50/50 road/off-road bias tyres, so it seems they are employed to create a rugged look. They are better than you might expect, albeit a little noisy, but I really feel that some sticky road-biased rubber would do wonders for the already decent handling of the Guerrilla.

Pushing on, I find myself routinely entering the inevitable vibration zone of a single cylinder, which appears at about 6000rpm and sends waves of buzziness through the handlebar, seat and footpegs. But with peak power arriving around 8000rpm, then running out of puff at 9000rpm, you need to get the revs right. Same with gear selections – you have to get in sync with the smooth six-speed gearbox (with assist and slipper clutch). I often found myself going into corners too fast for second gear but too slow for third, making my exits less than perfect, but that improved with concentration. The Guerrilla is a bike that rewards focus and effort, which is probably an excellent trait for a bike aimed at the less experienced rider building their skills and confidence.

KEEPING IT SIMPLE

There's no electronic wizardry like traction control available on the Guerrilla to change bike behaviour, which is no surprise on a budget roadster. However, there are two rider modes – Performance and Eco – that can be changed on the move. A dual-channel ABS system works with the Bybre brakes, which employ a single 310mm disc and two-piston caliper up front and a 270mm rear disc and single-piston caliper at the rear. Braking performance isn't awe-inspiring, but it is more than adequate for the bike's size and performance level.

There is some simple but useful tech to be found on the Guerrilla. The four-inch TFT display, known as a Tripper Dash, offers a choice of analogue or digital screens and features a digital speedometer and tachometer, fuel and ambient temperature gauges, clock, and gear and rider mode indicators. It also offers (Google) map navigation, with a joystick that controls music, calls and messages coming from a paired phone. An app also offers enhanced features such as route recording and sharing (in GPX format), as well as weather forecasts and detailed vehicle information.

Heading back into the city later in the day, the Guerrilla needs refuelling before the 200km mark, although the 11-litre fuel tank



ACCESSORIES

With inspiration taken from the flat-track scene, Guerrilla 450 accessories include (prices are RRP excluding fitting):



\$230

BLACK BENCH SEAT
A flatter, slimmer seat that increases rider seat height by 22mm.



\$150

SILVER RADIATOR GUARD
Brushed finish with laser-etched logo.



\$150

BLACK HEADLIGHT GRILL
Protective grill for the LED headlight.



\$250

BLACK LARGE ENGINE GUARDS
Wide-span, triangulated frame, designed to work with the stock sump guard.



\$160

TINTED FLYSCREEN
Injection-moulded unit that increases wind protection.



\$170

SUMP GUARD (SILVER OR BLACK)
The forged aluminium plate is brushed and hard anodised, while mounting brackets incorporate rubber isolation to dampen vibrations and enable quick removal with standard tools for cleaning.



SHIFTER SPORT



TCX SHIFTER SPORT BOOTS

The TCX Shifter Sport motorcycle shoes combine sporty design with high protection, perfect for urban commutes or short rides. Made from **soft microfiber**, they're easy to slip on and off, with a lace-up system and Velcro for a secure fit. The low-profile **Groundtrax®** sole ensures pedal precision, while the durable, breathable **OrthoLite®** insole enhances comfort on and off the bike. Versatile and stylish, they're ideal for everyday riding.

RRP \$199⁹⁵

Ortholite®
comfort foam insoles

groundtrax®
OUTSOLES



@tcxbootsau
/tcxbootsau

Discover TCX Boots at your local TCX dealership or at www.tcxboots.com.au

PROUDLY DISTRIBUTED BY **LINK** INTERNATIONAL

TCX
FOCUS ON BOOTS
SHARE YOUR PASSION #FOCUSONBOOTS

CFMOTO 450NK
\$7790 (ride away)

Husqvarna
Vitpilen 401
\$8795 (ride away)

KTM 390 Duke
\$8965 (ride away)

Triumph
Speed 400
\$8990 (ride away)



COMPETITION



Narrow profile ideal for lane splitting



Standard seat is "butt friendly"



Engine is all black



Stubby exhaust



Optional headlight guard



LED headlight



Fork gaiters give retro vibe



310mm disc with ByBre caliper



SEWING THE SEEDS

The origins of Royal Enfield can be traced back to the mid-19th century in the British midlands, where a firm called George Townsend and Co was making needles for sewing machines.

By the end of the century, the business had moved on to manufacturing bicycles and one was created in honour of the Royal Small Arms Factory in Enfield. This became known as the Enfield bicycle, then the Royal moniker was added and the famous slogan 'Made Like a Gun' (which the company still uses) was born.

The company's first powered vehicle, produced in 1889, was actually a quadricycle, but the first real motorcycle came in 1901, powered by a 239cc engine. This makes Royal Enfield the world's oldest motorcycle brand in continuous production.

Royal Enfield motorcycles have been sold in India since 1949, but in 1955, Enfield India was born to assemble the famous Bullet motorcycle in Madras (now called Chennai). The Royal Enfield footprint just grew and grew in India before it was bought by Indian corporate giant, the Eicher Group, in 1994.

These days, Royal Enfield sells more than a million bikes a year in around 3000 stores in more than 60 countries. The company maintains technical centres in Bruntingthorpe, UK, and Chennai, India, alongside two production facilities near Chennai. It has also established six complete knock-down (CKD) assembly facilities in Argentina, Bangladesh, Brazil, Colombia, Nepal and Thailand.

ON ROAD. ON TRACK. **ON AVON.**

AVON
TYRES

SPIRIT ST

ULTRA-HIGH PERFORMANCE **HYPERSPORT TOURING TYRE**



SCAN
TO FIND OUT
MORE ONLINE



AVON'S LATEST **HYPERSPORT TOURING TYRE** DELIVERS EXCEPTIONAL WET GRIP PERFORMANCE AND MILEAGE, WHILE OUR ADVANCED TECHNOLOGY CONSTRUCTION DESIGN PROVIDES ULTRA-HIGH PERFORMANCE HANDLING AND STABILITY.

LATEST TECHNOLOGY CONSTRUCTION DESIGN

Provides ultra high performance handling and stability characteristics and all-round tyre performance

STATE OF THE ART DUAL TREAD COMPOUND

Highly loaded silica compound with advanced polymer technology delivers excellent wet and dry performance

3D SIPE TECHNOLOGY FOR IMPROVED ALL-ROUND GRIP

Interlocking three dimensional points in the sipes improve stability and grip, limit tread flex and allow fast warm-up

SPORTS TYRE TECHNOLOGY FOR NIMBLE HANDLING | **INCREDIBLE STABILITY & LONGEVITY – PERFECT FOR TOURING**



www.proaccessories.com.au

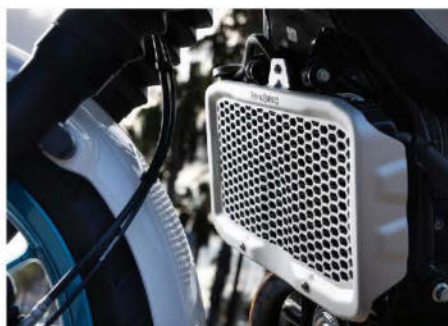


provides a theoretical range of around 250km if you push less and cruise more. Talking about cruising, a simple cruise control system would be a nice feature on the Guerrilla – heck, I reckon it's a must on every motorcycle – but I have to remind myself that this bike is built to a serious budget.

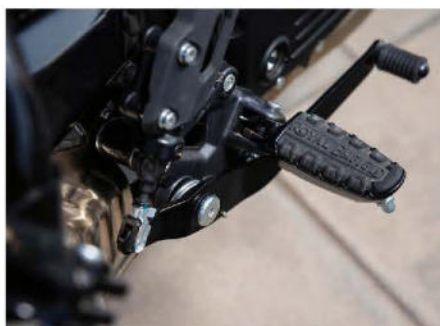
FINAL THOUGHTS

Returning to Moto Machine's Clyde store, which upgraded last year to become the first Royal Enfield global flagship store in the Pacific region, I contemplate what my second shot on the Guerrilla 450 has taught me. For one, I feel that the keen pricing and fun styling of the bike will attract fans, as will its customisability. Furthermore, it's a very capable and versatile machine.

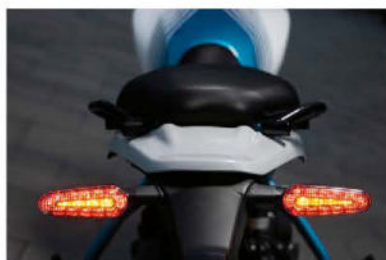
I also have to agree with Royal Enfield's CEO (and mechanical engineer) Govindarajan Balakrishnan's claim that the Guerrilla "really grows on you and allows you to grow in confidence as a rider". Indeed, this is probably the bike's greatest strength and I expect this will lead to us seeing quite a few Guerrillas in our midst in coming months. **ARR**



Optional radiator guard



Even the 'pegs are branded



LED lighting all around



Yellow Ribbon is a \$100 option



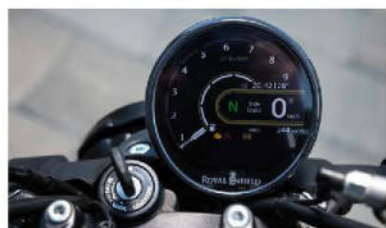
Small 11L fuel tank



USB port under the handlebar



Simple controls



Tripper dash is trick



TOURING MADE EASY



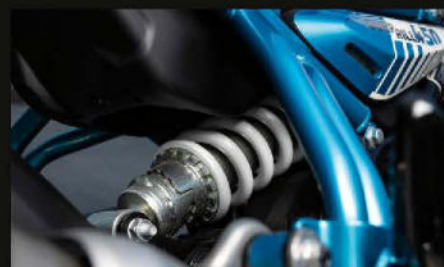
UNIVERSAL-FIT / WATERPROOF / US-DRYPACKS



FIND OUT MORE

KRIEGA.COM.AU

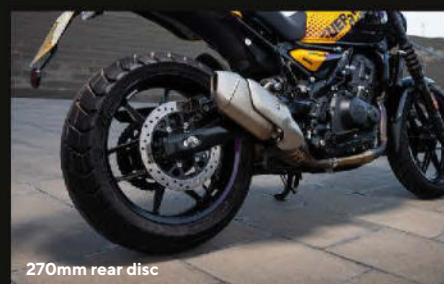
Kriega®



Rear shock is preload adjustable



Substantial pillion grab handles



270mm rear disc

SPECIFICATIONS

ROYAL ENFIELD GUERRILLA 450

ENGINE

Type: Liquid-cooled single-cylinder, DOHC, 4 valves

Capacity: 452cc

Compression ratio: 11.5:1

Engine management: EFI, 42mm throttle body

PERFORMANCE

Claimed maximum power: 29kW (39hp) @ 8000rpm

Claimed maximum torque: 40Nm @ 5500rpm

Fuel consumption: N/A

TRANSMISSION

Type: Six-speed constant mesh

Final drive: Chain

Clutch: Wet, multi-plate, slipper

CHASSIS AND RUNNING GEAR

Chassis: Steel tubular frame using engine as stressed member

Front suspension: Showa 43mm telescopic fork, non-adjustable, 140mm travel

Rear suspension: Showa monoshock, preload adjustable, 150mm travel

Front brakes: ByBre single 310mm disc, twin-piston caliper, ABS

Rear brakes: ByBre single 270mm disc, single-piston caliper, ABS

Tyres: CEAT Gripp XL Rad Steel F: 120/70R17 R: 160/60R17

DIMENSIONS AND CAPACITIES

Rake: 21.8°

Trail: 91mm

Claimed wet weight: 185kg

Seat height: 780mm

Wheelbase: 1440mm

Fuel capacity: 11L

ELECTRONICS, RIDER AIDS & CONVENIENCE FEATURES

Two-mode ABS, Performance and Eco Rider modes, Tripper Dash four-inch TFT display, stepped bench-seat and pillion grab handles

ETCETERA

Price: From \$8590 ride away

Colours: Playa Black, Yellow Ribbon and Brava Blue

Test bike supplied by: Royal Enfield Australia

URL: <https://royalenfield.com.au/model/guerrilla-450/>

Warranty: Three years, unlimited kilometres + three years roadside assist

POWERHOUSE MOTORCYCLE MUSEUM

TAMWORTH

Open 7 days

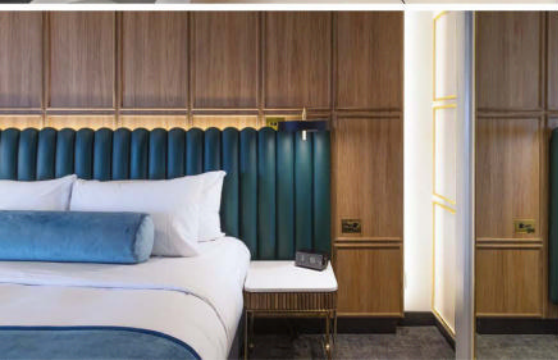
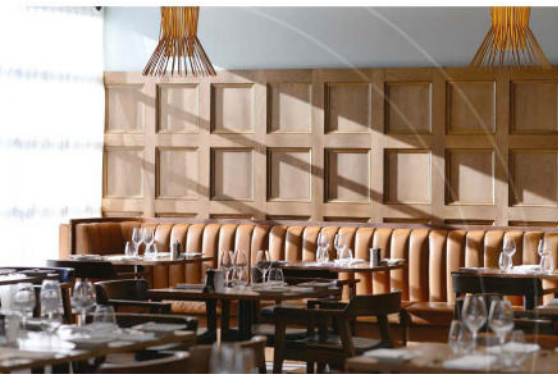
Powerhouse Hotel Tamworth
by Rydges

250 Armidale Road,
Tamworth NSW 2340

T 02 6766 7000

powerhousemotorcyclemuseum.com.au

powerhousetamworth.com.au



POWERHOUSE HOTEL

TAMWORTH
BY RYDGES



Rooms & Apartments

Coal Bunker Bar

The Workshop Kitchen

24 hour Reception

Room Service | Gym

Bikes can be parked
adjacent to room

Onsite Motorcycle Museum

248 Armidale Road,
Tamworth NSW 2340

T 02 6766 7000

powerhousetamworth.com.au



Two-up sports touring at its best



FULLY SLICK

With 170hp on tap, the BMW S 1000 XR is
one seriously fast sports-tourer

WORDS NIGEL PATERSON PHOTOS KIRRILY VINE





Optional luggage offers loads of space

S ports-tourers have evolved into crossover machines, bikes with the power and handling of a sportsbike yet with the comfort and practicality of a tourer, and the BMW S 1000 XR is one of the best of the breed.

This new-generation model has received numerous updates to the formula developed over more than a decade, including more power, changes to the ergonomics, a high-capacity battery, new colours and a new range of optional equipment and accessories.

PERFORMANCE

BMW tells us the new S 1000 XR produces 125kW (170hp), 5hp more than the old model, and I've got to say this is hard to confirm. Put simply, both the old and new are rocket ships, and although I have been doing this gig for a while now, detecting a three per cent boost in performance in a bike easily capable of 250km/h-plus isn't in my skillset. Put simply, it's bloody fast, and if you think you need more power, I reckon you're nuts. If you've got the skills to use all the power of an S 1000 XR, respect.

Torque output hasn't changed at 114Nm, which is plenty, although I found the combination of gearing and output such that I did manage to stall the bike a couple of times. It's easy to think you're on friction point and the bike flames out, making one feel like a goose. Owners are likely to get used to the

issue quickly, but I bet a few find it frustrating.

Once rolling properly, the four-cylinder 16-valve engine loves to rev; its heavily over-square design – fat 80mm-wide pistons travelling up and down just 49.7mm – produces power high in the rev range... and yet BMW has used technological smarts to keep the midrange healthy, too.

Maximum power is produced at 11,000rpm and even in the lower gears, you're going very fast if you're anywhere near redline. The engine, of course, comes from the S 1000 RR sportsbike, minus the Shiftcam Variable Valve Timing – we don't need the expense or complexity on the XR, so I think that's a good decision on BMW's part.



Power and comfort



Generous 150mm suspension travel front and rear



The XR hustles in the twisty stuff

Relatively long travel semi-active suspension is the headline act of the 45mm USD fork, while a self-levelling shock with electronic variable damping looks after the rear. The rear shock has been updated to provide a “more sensitive and comfortable ride”, according to BMW.

Essentially this means climb aboard and ride; you don’t have to mess around much with the suspension settings. Each end has 150mm of travel, which is getting close to some adventure bike lengths, and is one of the reasons I’ve loved BMW XR models over the years – the suspension copes better with bumpy roads than just about anything. It’s firmer and more controlled than an adventure bike’s wallow when pushed, yet has the soft

Well sorted ergos





THE SUSPENSION COPEs BETTER
WITH BUMPY ROADS THAN JUST
ABOUT ANYTHING



Upright riding position

COMPETITION



Ducati Multistrada V4 S

Ducati Multistrada V4, from \$31,500 ride away

There are numerous models in the Multistrada V4 range and all compete with the S 1000 XR, but in particular the 17-inch front-wheel models. The Pikes Peak and V4 RS are, in many ways, the most direct competition. The V4 S offers much of what the S 1000 XR can do at a similar price, with a 19-inch front, too.



Kawasaki Versys 1100 S

Kawasaki Versys 1100 S, Price TBA

Receiving a major update for 2025, this new model looks to be faster and better equipped. Much cheaper (although the price hadn't been announced at press time), lower tech and aimed at being more of a tourer, the Kawasaki is a good choice for those leaning more into road touring.



Suzuki GSX-S1000GX

Suzuki GSX-S1000GX, \$25,890 ride away

Sportier than the Kawasaki, cheaper than the Ducati yet still a very capable machine. Featuring tech we haven't seen from Suzuki in the past and running a very refined engine first seen in the GSX-R1000 an eternity ago, the GSX-S1000GX is a very capable, quick and affordable package.

early travel you need to keep it comfortable over small bumps, as well as the overall length to absorb any big hits encountered.

Of course, nothing is perfect and some will find the XR neither fish nor fowl, not sharp enough for those looking for sporting prowess yet with not enough bottom-end grunt, weather protection and wide enough seat for the long-distance set. For those looking to cover both bases however, the S 1000 XR offers a great balance between comfort and speed.

ERGONOMICS

One aspect that attracts me to bikes like the S 1000 XR is the ergonomics. When riding on public roads, my ageing body protests quickly if footpegs are too high or if too much weight is being taken on the wrists... which is why the adventure-inspired riding position (some people are calling this style of machine sports-adventure, but it only has adventure style, not capability) – upright but protected by a good fairing and screen – works so well. Where some bikes get it wrong, though, is in the seat height, where feedback from consumers always points to riders wanting a lower seat – but this produces a short seat-to-footpeg distance, which is not good for comfort. This year, BMW has actually increased the seat height by 10mm to 850mm, which makes the S 1000 XR a tall bike, even for a 187cm rider like me.

Physically big and tall, this motorcycle is not made for jockeys! Indeed, I wouldn't be surprised if the design department at BMW decided to build a bike for tall people and came up with the XR rather than trying to pander



Adventure bike stance but
the XR is definitely a
bike for sealed roads

MOST RIDERS WILL BE FASTER ON AN S 1000 XR

to a mass audience with a one-size-fits-all approach, which often seems to please no one. The XR fits me better than nearly any other roadbike.

A TOURING XR

BMW supplied the test bike to *Australian Road Rider* with optional panniers and topbox (\$3404 fitted), plus the M Seat. Supplied thus, it was a no-brainer to put my partner Kirrily on the back and head off seeking twisty roads and some glorious scenery.

The XR gets the pillion stamp of approval, although it's a crossover bike and not in the same class as a full-on tourer in this respect – which makes it vastly better for the passenger than almost any sportsbike. But if pillion comfort is a high priority, the R 1250 RT or the K 1600 models should be looked at closely. The panniers themselves are some of the best I've ever used. They are easy to open, close and pack, don't require a key to open unless locked, and are easy to remove from and remount to the bike. Likewise, the topbox is convenient and highly functional, although bear in mind a heavily laden topbox will affect the handling of any machine, and it's no exception on the XR.

A heated seat and heated grips make winter rides a lot more comfortable, and the adjustable screen can be raised to reduce wind blast on the chest. BMW also supplied a soft tankbag, which was convenient for smaller items.

Overall, the XR does an incredible job of providing comfort for two and it has the luggage capacity to rival a touring bike. It's not quite up there with the best touring bikes but of course they don't have the sporting chops of the XR. Of course, being built for two and equipped with a full set of touring luggage and long-travel suspension means the S 1000 XR is a physically big bike, but it's lighter than you might expect at 227kg wet.

SPORTING ABILITY

The only bikes that come close to the XR in the sporting stakes, yet have similar levels of comfort, are the Ducati Multistrada models – the sports versions, in particular – and BMW's own M 1000 XR, which is next-level in terms of sporting performance, and a few levels above when it comes to purchase price.

If you're a ride-day junky, the M 1000 XR will be quicker around a track than the S 1000 XR, but not really by that much unless you're a top-level racer. And while the S mightn't be as quick on a track as an M, I reckon most riders will be faster on an S 1000 XR than an S 1000 RR sportsbike on most public roads thanks to the XR's longer suspension travel. Its punchy engine combines with sticky Bridgestone S22 tyres to provide excellent high-speed road manners.

You can point the XR up a winding road and it'll get to where you're going very, very quickly... and if I'm pushed to find fault, it's probably in the slightly top-heavy nature of the design that's most noticeable in really slow conditions – think 25km/h hairpins – especially compared to something like a boxer twin, which carries its engine weight so low.

The XR, however, will suck the mirrors off any GS and leave its pilot gob-smacked at the rate of acceleration out of corners compared to the big twins.

TECH

New as standard equipment on the S 1000 XR is Keyless Ride, Headlight Pro, a USB charging port and "the use of the M GPS Lap trigger is now possible". There's a very long list of both standard tech – cornering ABS, traction control, riding modes, keyless ignition, cruise control, dynamic electronic suspension – yet the XR is also missing a few things, most notably radar for adaptive cruise control, and blind spot monitoring.

The quickshifter BMW calls Shift Assistant Pro has been improved.

The aluminium bridge frame is unchanged, but the new side panels and sportier design give the XR an up-to-date style.

There is still the rubber-damped handlebar mount system introduced after the first XRs were criticised for excessive vibration, and that helps dampen, but not eliminate, the four-cylinder tingles. As well as through the handlebar, I felt vibes through the tank and footpegs.

CONCLUSION

The BMW S 1000 XR is for the rider who wants a sportsbike but also wants to make a sensible decision. It's almost as fast as a comparably priced sportsbike, but massively more liveable day-to-day. It's also far more comfortable for pillions, can take luggage and be a viable tourer. Apart from taking on loose surfaces, the XR can pretty much do it all. **ARR**



Not-so-subtle graphics give the game away



Optional panniers turn the XR into a genuine tourer

wemoto.com.au

Serious About Motorcycle Parts



P: 0244217048
E: SALES@WEMOTO.COM.AU
WEMOTOAU



www.tyrepliers.com.au

P.O. Box 612, Sunbury 3429

Ph - 03 9744 7829 Fax - 03 9740 9622

FREECALL - 1800 675 812

Don't get caught out!

Make sure you're fully prepared, with
TYREPLIERS tyre changing equipment



- Co2 Inflators
- Tyre Bead Breakers (as pictured) Won't damage rims
- Tyre levers, 200mm & 300mm, Deluxe refitting levers
- Puncture repair kits for tube or tubeless
- ATV & 4WD Bead Breakers (BB100)
- Huge range of tyre tools and puncture repair kits for Motorcycles and ATV's

**Fits both
Road & Dirt
Bikes!**



**If only he'd packed the
TYREPLIERS!**



The XR in its element



Luggage is all lockable



Inner bags make life easy



Tankbag adds even more space



The topbox has a built-in backrest

SPECIFICATIONS

BMW S 1000 XR M SPORT

ENGINE

Type: Water-cooled in-line 4-cylinder engine DOHC, 16 valve

Capacity: 999cc

Compression ratio: 12.5:1

Engine management: Bosch, IMU

PERFORMANCE

Claimed maximum power:

125kW (170hp) @ 11,000rpm

Claimed maximum torque:

114Nm @ 9250rpm

Fuel consumption: 6.2L/100km (tested)

TRANSMISSION

Type: Constant-mesh 6-speed gearbox

Final drive: Chain

Clutch: Multi-plate, slipper

CHASSIS AND RUNNING GEAR

Chassis: Aluminium composite bridge frame, engine self-supporting

Front suspension: 45mm USD fork, Dynamic ESA, electronically adjustable damping, 150mm of travel

Rear suspension: Aluminium double-sided swingarm with monoshock, Dynamic ESA,

electronically adjustable damping, 150mm of travel

Front brakes: Twin 320mm discs, radial-mounted 4-piston calipers

Rear brake: Single 220mm disc, single-piston caliper

Tyres: Bridgestone S22 F: 120/70ZR17; R: 190/55ZR17

DIMENSIONS AND CAPACITIES

Steering head angle: 65.1°

Trail: 116mm

Claimed wet weight: 227kg

Seat height: 850mm

Wheelbase: 1552mm

Fuel capacity: 20L

ELECTRONICS, RIDER AIDS & CONVENIENCE FEATURES

ABS Pro, BMW Motorrad Integral ABS, MSR Dynamic Traction Control, Dynamic Brake Control, Dynamic ESA, TFT Display with Connectivity, Riding Mode Pro, Keyless Ride, Dynamic Brake Light, Headlight Pro, Adaptive Headlight, Comfort Turn Indicator, LED Headlight, Taillight and Indicator, LED Daytime Riding Light, Adjustable Windscreen, 12V Socket, USB Port, Drop Sensor

S 1000 XR SPORT ADDITIONS

Touring package: Navigation Preparation, Heated Grips, Tyre Pressure Control, Hand

Protection, Main Stand, Luggage Grid

Dynamic package: Dynamic ESA, Gear Shift Assistant Pro, Cruise Control

S 1000 XR M SPORT ADDITIONS (AS TESTED)

M Package: M Endurance Chain, M GPS Lap Trigger, Sport Silencer, M Sport Seat, M Lightweight Battery, Windshield Sport, M Forged Wheels

Touring package: Navigation Preparation, Heated Grips, Tyre Pressure Control, Hand Protection, Main Stand, Luggage Grid
Dynamic package: Dynamic ESA, Gear Shift Assistant Pro, Cruise Control

M Billet package: M Brake Lever Folding, M Clutch Lever Folding, M Rider Footrest System, M Passenger Footrest

ETCETERA

Price: From \$28,670 Ride Away

Variants & colours: S 1000 XR (Blackstorm metallic, from \$28,670 RA); S 1000 XR Sport (Gravity Blue metallic, approx \$32,000 RA); S 1000 XR M Sport (Light White solid paint/Motorsport, approx \$37,900 RA)

Testbike supplied by: BMW Australia

URL: <https://www.bmw-motorrad.com.au/en/models/sport/s1000xr.html>

Warranty: 5 years, unlimited kilometres



Brisbane - Tibooburra - Canberra 2025

3000+km on a small motorcycle? With bragging rights to Tibooburra NSW most remote town, the Stony Desert along the Silver City Hwy, desert landscapes, the Murray River and finish through the Alpine region of the Snowys. The best bits from our 23 years of adventures. An endurance ride taking in remote country, small towns, secondary roads, long stretches of bitumen, and some dirt roads make this a great adventure.

See website for 2025 price which includes use of our bike, accom, meals, mechanics, spares, support vehicles.

www.postiebikechallenge.org

Ph. 0411 090 891

READY FOR YOUR DREAM RIDE? CONQUER THE ALPS!

HIGH ALPINE TOUR: CURVES, PASSES & ADVENTURE AWAIT!



SCAN ME

www.edelweissbike.com

ZERO TO HERO

It may be silent and pricey, but this electric naked street machine is a veritable torque monster that rides like a serious sportsbike

WORDS SEAN MOONEY PHOTOS INCITE IMAGES

As I exit the last of a series of tight corners on a quiet country road, I feel like I'm getting into a nice rhythm. Of course, that's the moment I happen upon a slow-moving, fully laden semi-trailer that needs to be passed quickly before the next set of twisties. I ride up close to the back of the truck and wait for some broken lines and vision of the road ahead to appear. I pin the throttle at about 50km/h and end up at about triple that speed in no time, flying by the truck in near silence. Well, I can hear the truck's engine labouring to pull its load up the hill, music coming out of the rig's cab and even the driver's voice as he yells into his phone. But I can't hear my bike, except for a slight whine as it puts down a tonne of torque courtesy of a 17.3kWh lithium-ion power pack and Z-Force ZF75-10 electric motor. It's all a bit surreal, but quite intoxicating, and as I set up for the next 25km/h signposted bend, I start to wonder why we are all so obsessed with quaint old-fashioned technology such as petrol engines and gearboxes. Maybe electric really is the sportsbike tech of the future.

Okay, okay... before you start banging out a strongly worded death threat on your smartphone, I'm joking. Kind of. I absolutely love ICE motorcycles with all the noise, smell, bustle and burn they bring to the table. I own a couple of big-bore petrol machines that go like the clappers and make a bit of a racket. I ride road, dirt and track on them. I love it all. But these latest-generation electric motorcycles have really got me thinking. Thinking very hard...

Let's wind it back a bit to give you some context. When I was asked to road test one of Zero Motorcycles' latest range-topping bikes, I wasn't sure what to expect. The American firm now offers some serious electric motorcycles that are breaking into the mainstream market and, as Chris Walton, head of Zero Motorcycles Australia, told me, perhaps no bike has surprised first-time EV riders more than the SR/F. "It aligns closely with what riders expect from a top-tier naked sportsbike," he said. "For those who think electric might only be for commuting, the SR/F proves it's much more than that — it's a serious performer."

GREAT EXPECTATIONS

So, my expectations were high as the SR/F was wheeled out in front of me. I'd only ever tried much smaller electric motorcycles before and found them quite underwhelming, especially on motorways. But the Zero SR/F looks like, and has the specs of, a proper big bike. To begin with, it is fitted with fully adjustable Showa suspension front and rear, J.Juan brakes with Bosch ABS, and Pirelli Diablo Rosso III tyres on 17-inch cast wheels. And weighing in at 227kg, with a wheelbase of 1450mm, it's definitely a big bike. With a commensurately big price tag, it must be said, so I knew that it had to deliver the goods — and deliver them well — to justify the expense.

Before we get to all the mind-scrambling tech on the SR/F, let me tell you about my initial impressions as I rode away from the showroom. The SR/F feels like a large sportsbike, with a similar wheelbase to a CBR1000RR-R SP but with a much lower seat

and carrying an extra 20kg or so. And with a nice wide 'bar and an upright seating position, it feels comfortable and familiar. Until you turn the key and thumb the, er, starter button. Which does nothing but illuminate a green icon that warns you that any movement of the throttle will result in rapid forward motion.

The instant punch available on the SR/F is incomparable, with no gearing or fuelling issues to get in the way of unrelenting acceleration. The silence of the machine means you can hear everything from conversations at outside cafe tables to that truck right next to you. And the lack of mechanical vibration allows you to really feel the changing road surface and the front tyre squirming. With the aforementioned suspension, brakes and tyres set up, handling is commensurate with any decent modern motorcycle, although I did notice some flexing of the chassis and choppiness under heavy braking and on poor surfaces. A bit of messing around with the adjustable spring preload, compression and rebound damping front and rear would no doubt improve this.

Once you get over the lack of any noise or vibration at the lights, the instant torque delivery lets you launch smoothly, stealthily and super quickly out in front of the traffic. As I had just come off a huge V4 motorcycle with a dry clutch, my brain required some serious recalibration, but once it was clear that I had all the power and handling I needed to be comfortable, I started to relax into the unique electric experience. It soon became clear that there was much fun to be had, as long as I kept an eye on the battery charge — but more on that later.



Yes, the electric Zero SR/F really is fun



ELECTRIC TECH

When I got the bike home, I started to have a bit of a look into the tech side of things to help get my head around what I was riding. The centrepiece of the SR/F is the Z-Force ZF17.3 lithium-ion power pack and the accompanying ZF75-10 motor. The latter is listed as producing peak power of 84kW (112.6hp) at 5600rpm and maximum torque of 190Nm (at any time) – a power figure comparable to a Yamaha MT-09 with the torque of a Harley-Davidson CVO Road Glide. But any comparisons with ICE bike figures are misleading, because both platforms deliver power and torque in a very different manner.

For example, you have to qualify these figures by saying that while peak power is 84kW for the SR/F, continuous power is 40kW. Furthermore, while claimed top speed is 200km/h, it can't hold this for long; the top 'sustained' speed is 170km/h, which is enough

for the road, but clearly not for the racetrack. Nevertheless, the SR/F accelerates as fast as, or faster than, almost any other production bike. But all this grunt does not feel overwhelming; in fact, it's deceptively smooth and you can find yourself up in triple figures very quickly indeed. Licences beware!

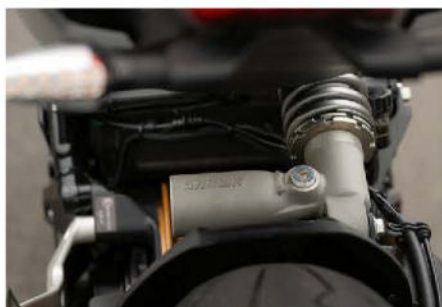
The lithium-ion battery has a quoted city range of around 300km, while highway riding takes it down to 188km. But this is extremely optimistic and variable, as it depends on a multitude of factors such as rider behaviour, speeds, traffic, terrain, weather, wind and so on. I did go out for a decent ride on one charge, mixing city, highway and country road riding and getting more than 200km out of it, with around 10 per cent to spare. To be honest, as long as you are not touring long distances, the SR/F will probably do the job for you without needing a mid-ride recharge, which you can't say for most electric two-wheelers.

Farasis Energy, which is a specialist manufacturer of lithium-ion batteries, makes the 17.3kWh power pack for Zero. While these batteries share some common elements with those found in electric cars, the architecture is different in several ways. The motorcycle power packs are passively (not liquid) cooled due to space constraints, as well as being lighter and with less servicing requirements. This factor, and the need for big amps, then low amps, then big amps again on bikes, has always meant power surges and heat have been issues in the electric motorcycling world. Zero and Farasis claim they have largely solved these issues with their latest-generation batteries. The standard five-year warranty on the battery underlines this confidence.

The battery charging side of things is, of course, a very important aspect of EV ownership. But, let's face it, it's also a bit boring. So I'll just give you the basic information for the



Not a fuel tank; a 'Frunk'



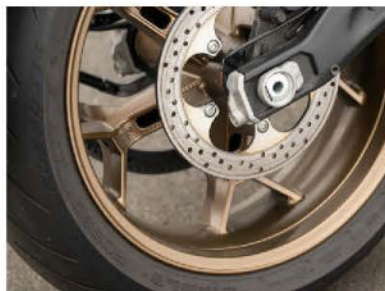
Fully adjustable Showa shock



Carbon-fibre drive belt



Definitely at home in the city



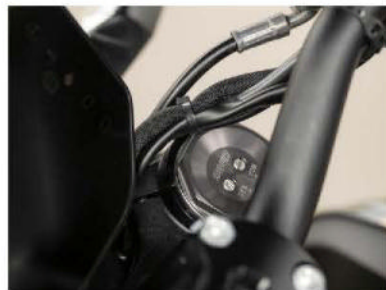
J.Juan brakes



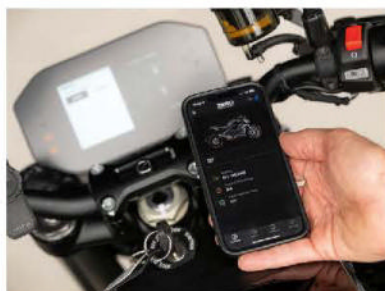
Air-cooled power pack



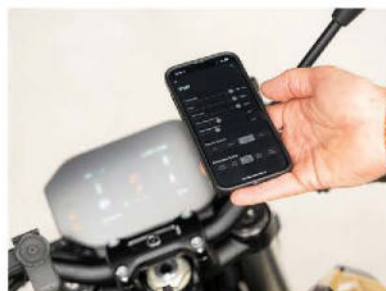
Small-ish pillion seat



Fully adjustable Showa fork



Easy connection via the app...



... and free software updates

The SR-X concept



THE X FACTOR

The Zero SR-X, which was first unveiled in February 2023, has finally made it to Australia. Unfortunately, not as a production machine, but as a one-of-a-kind semi-faired concept bike.

Created in collaboration with Huge Design as part of Zero's Design the Future Development Program, the SR-X is basically the same as the SR/F (and SR/S) in terms of chassis and mechanicals, but with a low 'front-heavy' silhouette and dramatic sculpted bodywork.

Bill Webb of Huge Design, who was also responsible for the Zero SM concept bike that heavily influenced the development of one of the Zero FXE, said the SR-X concept bike strived to hit a design sweet spot for the near future of electric motorcycles. The aim, he said, was to combine clean lines and disciplined design detailing with the aggressive stance and raw performance found in modern litre bikes.

"This bike is an attempt to define a new sub-category for high-performance electric, something between a streetfighter and a track bike," he said. "We wanted true sport riders to appreciate the subtle and balanced design approach — modern, futuristic and clean without sacrificing the raw performance look and overtly mechanical appeal of high-performance motorcycles."

Marketing and Events manager for Zero Motorcycles Australia, Tom Reynolds, said he'd already had a lot of people asking if they could buy the SR-X. "I can say that if I had my way, we'd already have these in production," he added.

The SR-X is being displayed at Zero Motorcycles events, dealerships and roadshows across Australia at present.

See www.zeromotorcycles.com.au for details.



ZF75-10 motor stands out

SR/F here, and if you want to do a deeper dive, have a look at the 'Plug & Play?' sidebar. The baseline battery charging option for the SR/F is a 6.6kW charger. You simply use the included electric vehicle supply equipment (EVSE) cord to charge the SR/F from any standard household wall outlet. This will easily fully charge the battery from near empty if you are leaving your bike overnight or charging at work all day. However, if faster charging is required, a 6kW rapid charger is available, as well as some other options listed in the sidebar.

Again, a lot of the discussion about electric motorcycles gets bogged down in range and charging issues, often for good reason. But let's move on for now and take a look at some

more fun tech. Zero Motorcycles is the first electric motorcycle manufacturer to utilise Bosch's motorcycle stability control (MSC) system, which uses sensors to continuously monitor the dynamic state of the bike. When combined with Zero's own operating system (the latest version known as the Cypher III+), it provides straight-line ABS and cornering brake control, traction control and drag torque control (the latter is particularly useful on a high-torque electric machine).

FULLY LOADED

The pay-to-play operating system model, where you buy additional upgrades for your vehicle, has its detractors. However, this is not

an issue on the SR/F, as all upgrades come as standard and any future upgrades via the Cypher system will be made available for free to owners during the annual (sometimes biannual) firmware updates. The upgrades on the SR/F include heated grips, parking mode, extended range charging and the MSC system.

Parking mode is an interesting system, which allows you to both reverse and move the bike forward at walking pace, using the cruise control button to change direction. It's not something I used often during everyday riding, but I did have a play with it and can see how it would help riders manoeuvre this relatively heavy machine around, especially in a tight urban environment. It also lets you back out gracefully from one of those thirsty "nose pointing downhill in front of the pub" parks.

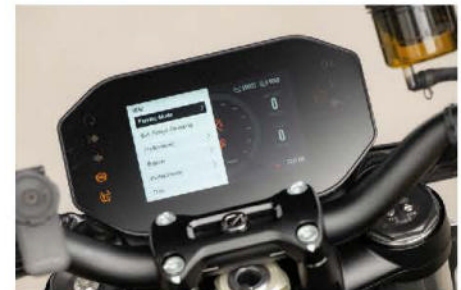
Clever tech is a large part of enjoying the SR/F, with the Zero Next Gen app integral to optimising the set-up. Here you can data log rides, monitor battery performance during both charging and riding, and set the data displayed on the bike's full-colour 127mm TFT display. By far the most interesting aspect of the app is the ability to set power and torque levels, top speed, engine regen (closed throttle engine braking), and regen braking (minor application of either brake will add engine braking). The SR/F's default modes are Rain, Eco, Standard, Sport and the US-market-focused Canyon. Local riders will probably just add custom modes and deactivate Canyon. I went for full power and



Full-colour five-inch TFT display



Loads of clear information



Parking mode is a handy feature



Plug in here to recharge



No gears so no clutch



Starter button turns it on



LED lighting, of course

torque, decent traction control, heavy regen braking and maximum top speed, obviously for the fun it, but you could choose to set it more responsibly for maximum range/economy.

I was initially surprised that there was no navigation and phone integration on the SR/F, but it was explained to me that Zero's turn-by-turn navigation system had been discontinued as it was unpopular with customers. This is because it took away the whole of the screen, and most just used Quad Lock-type phone holders anyway. Speaking of smartphones, charging can be managed via the two USB charging ports that are found under the lid where a fuel tank would normally be. Known in the US as the 'frunk' (front trunk) – but some locals prefer to call it a front boot or 'froot' – this is actually a lockable tank storage compartment, not big enough for a helmet but with a decent 18-litre capacity. That is unless you install the optional Power Pack accessory that eats up all this space.

CONVINCED?

At more than \$40k, purchasing an SR/F also eats up a big chunk of your bank account, but you do get one hell of a machine for your money. And with (often) cheaper rego and very low power and maintenance costs (the only serviceable items are tyres and brake pads, and the drive belt at 40,000km) you do save money over the ownership period. I am a convert... and while I didn't go as far as to buy an SR/F, I did invest in a smaller, much cheaper but still lightning-quick electric motorcycle (my first ever EV) soon after finishing this test. But that's another story... **ARR**

ACCESSORIES

(Fitting not included in prices)



\$284.09

STREET HIGH SEAT

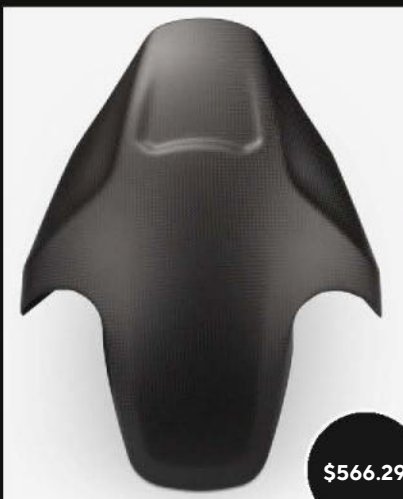
Raises the seat height by approximately 250mm



\$265.15

STREET LOW SEAT

Lowers the seat height by approximately 250mm



\$566.29

CARBON-FIBRE FRONT FENDER



\$606.06

CARBON-FIBRE REAR INNER FENDER



\$473.48

CENTRESTAND

Black powder-coated steel unit



\$473.48

SPORT WINDSCREEN ASSEMBLY

Increases wind protection and reduces turbulence around the helmet and neck area



\$303.03

RIDER PERFORMANCE FOOTPEG KIT

Raises the rider footpegs 20mm from the stock position.



TOP AND SIDE LUGGAGE RACK KIT

SHAD SH23 Side Cases and SH39 Top Case with a black powder-coated steel full luggage rack assembly.



\$1136.36



COMPETITION

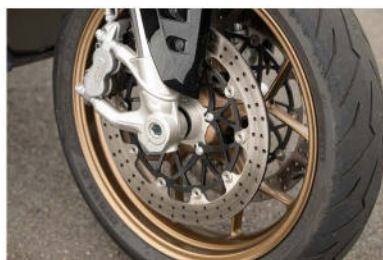
LiveWire ONE
\$22,799 plus orc

Energica Ribelle
\$51,654 ride away

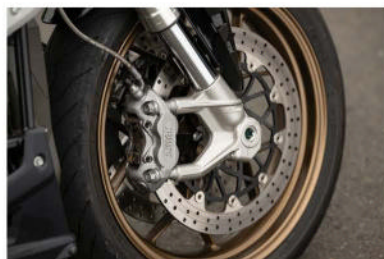
Yamaha MT-09
\$17,399 ride away



DRL surrounds the headlight



Sticky Pirelli rubber



Radial-mounted J.Juan calipers



Motor sits low in the frame



Loads of branding



Manual preload adjustment



Quality components



ZF17.3 lithium-ion battery



Carbon-fibre drive belt



Tension checked with an app

NO STRESS TENSION

The SR/F's final drive is a custom-designed high-torque-drive carbon-toothed carbon-fibre belt from Gates Carbon Drive. While Zero technicians use a specific tool to measure the belt tension during servicing, owners can also use an app to check it themselves.

The free-of-charge Gates Carbon Drive smartphone application measures belt tension frequency. This is performed on the lower belt span, close to the centre (between the sprockets). You hold your phone in such a way that the microphone is as close to the drive belt as possible, but not touching. Then you pluck the belt with your thumb or a wrench so that it vibrates like a guitar string. Yes, really. The microphone will measure the vibration's frequency. Then you rotate the rear wheel a quarter-turn and repeat the frequency measurement.

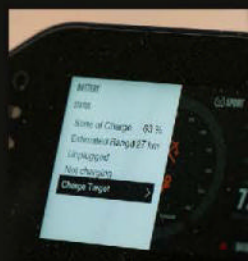
You compare the belt's frequency readings to the recommended range values and adjust drive belt tension if the frequency is outside this range.



Public charging needs a specific cable



Range and state of charge



App shows charging stations



The 6kW rapid charger



The Power Tank extends range



Plug in at rear of 'frunk'

PLUG & PLAY?

Range anxiety and charging infrastructure still plague the EV industry, but data from Zero Motorcycles (taken directly from the bikes, not owner surveys) shows that approximately 90 per cent of its customers charge at home with the standard 240v/10amp charging cable. So, the combination of a 6kW charger plus 17.3kWh battery is enough for most people.

Nevertheless, a dealer can install a 3.6kW Power Tank (\$6060.61 plus fitting) on the SR/F in the place of the standard tank storage compartment. This increases the overall capacity of the motorcycle to 20.9kWh, which improves the riding range and charge times.

Owners can also go for a \$5681.82 (plus fitting) Rapid Charging Module accessory to boost onboard charging power to 12.6kW. This will increase the charging rate to around 2.5 per cent per minute, which means around an hour for 0-90 per cent. However, because the additional charger is installed in place of the tank storage

compartment, it is not compatible with motorcycles equipped with the Power Tank.

Zero's Tom Reynolds is quick to point out that not a single Rapid Charging Module has been sold in Australia at this time, indicating that "owners seem satisfied with the existing set-up". He does caution that charging times depend on several factors, such as differences in home wall sockets. "You might think that a standard wall socket is 240v/10 amp, but the truth is you won't often find those numbers," he says. "More common is 220v and 8 amp, which would mean that home charging from 0-90 per cent could take as little as six hours or as much as nine hours. Those with a 240v 15-amp socket can get a charger (EVSE supplied) that will then be able to pump out up to 3.6kW, making that charge time more like four hours. But for the majority of folks charging at home overnight, the time ends up being immaterial."

Reynolds also explains that, at more than 80 per cent charge, the battery starts the balancing process and that is slower

than regular charging (you will see a lower kW number on the dash when balancing occurs). "So, if speedy charging is the goal, then charging up to 80 per cent is the fastest pathway," he adds.

The next step to ensure better range management is to set up a custom mode on the Zero Next Gen app. As Reynolds puts it, "Our data suggests that owners like to set up a custom mode with ever-increasing neutral and braking regen settings, and once they learn how to ride with higher levels of regen than in the other modes, then in the city they can really stretch out the range."

If an owner decides to go down the public-use fast-charger route, they will need to carry a Type 2 to Type 2 cable. This will fit nicely in the frunk/froot if they haven't chosen the above options, but otherwise they'll need a use a tailbag or backpack.

The Plugshare app will help find public charging locations and assess their suitability to charge the SR/F once the bike has been entered in the profile.



Product Safety Recall



Do you own this product?

Pirelli Tyres Australia Pty Ltd — Metzeler Tourance Next, Tourance Next II and Pirelli Scorpion Trail II motorcycle tyres

Tyre Name	Tyre ID	Production date code range on sidewall	Sale date
Pirelli Scorpion Trail II 150/70R18 70V	EB 2M X032	0117 - 4024	1 January 2017 – 6 October 2024
Metzeler 150/70R18 M/C TL 70V Tourance Next	EB 0M X033	4816 - 2424	28 November 2016 – 16 June 2024
Metzeler 150/70R18 M/C TL 70V Tourance Next II	EB 0M 614L	3521 - 2624	5 September 2021 – 30 July 2024



Why the product is recalled: Irregular tyre wear may develop, causing parts of the tyre reinforcement to break. This may lead to detachment of the tread layer and/or sudden deflation of the tyre.

Hazard: There is a risk of serious injury or death from a crash if the tread layer detaches or the tyre deflates.



Consumers should stop using the motorcycle immediately.

Consumers should have the tyre checked by their local Pirelli or Metzeler dealer, to arrange for a free replacement of the tyre or a full refund.



For more information, consumers can contact Pirelli Tyres Australia on 1300 300 008 or contactcentretyres@pirelli.com.au



Purchased from: Please see full list of sellers on the [Product Safety Australia website](#)

PRA2024/20336

See productsafety.gov.au for Australian product recall information



SPECIFICATIONS

ZERO MOTORCYCLES SR/F

MOTOR

Type: Permanent magnet, brushless

Controller: Insulated-gate bipolar transistor

Cooling: Air

BATTERIES

Type: Lithium-ion

Capacity: 17.3kWh

Recharge time: 6kW charger: 20-80% 1 hour;

Level 2 charging to 95%: 2 hours

PERFORMANCE

Claimed maximum power: 84kW

Claimed maximum torque: 190Nm

TRANSMISSION

Type: Single speed

Final drive: Belt

CHASSIS AND RUNNING GEAR

Chassis: Steel tubular trellis

Front suspension: Showa 43mm USD Separate Function Big Piston fork, fully adjustable, 120mm travel

Rear suspension: Showa monoshock, fully adjustable, 140mm travel

Front brakes: J.Juan twin 320mm discs, four-piston radial calipers, Bosch ABS

Rear brakes: J.Juan single 240mm disc, two-piston caliper, Bosch ABS

Tyres: Pirelli Diablo Rosso III

F: 120/70ZR17 (58W); R: 180/55ZR17 (73W)

DIMENSIONS AND CAPACITIES

Rake: 24.5°

Trail: 94mm

Claimed kerb weight: 227kg

Seat height: 787mm

Wheelbase: 1450mm

ELECTRONICS, RIDER AIDS & CONVENIENCE FEATURES

Bosch Advanced MSC, Rain, Eco, Standard, Sport and Custom rider modes, ABS, traction control, drag torque control and regenerative braking

ETCETERA

Price: From \$41,800 ride away

Colours: Thermal/Black or Jet Black/Gold

URL: <https://www.zeromotorcycles.com.au/zero-srf>

Warranty: Two years, unlimited km (five-year warranty on power pack)



Official Partner of
BMW Motorrad



VIKINGS AND FJORDS TOUR OF NORWAY



TOUR DATES
JUL 19 - AUG 1, 2025
COUNTRIES
Norway

TO HEAVEN AND HELL

Even today, a ride to the roof of the world is a challenging adventure... and not just because of the extreme environment

WORDS AND PHOTOS IAN NEUBAUER





This is a stunning but harsh environment

The thermometer reads eight degrees below zero and my fingertips are numb with the onset of frostbite. My lips are cracked and dry and my bowels are twisted up; I haven't been to the toilet for a week. The tendons in my shoulders and upper arms feel like they're about to snap and as I draw on the reserves of my energy to stop my motorcycle from slipping on ice. And at 5009m above sea level, my head pounds from altitude sickness and just breathing is a labour in this snowy windswept pass called Dongda La in the Tibet Autonomous Region (TAR) of China.

I'm on a two-week, 4300km overland ride to the Mt Everest North Base Camp in Far

Western Tibet that began in Lao Cai, a small Vietnamese town buffering the Chinese border. There I rendezvoused with a group of 10 riders led by Tuan Nguyen of MotoTours Asia, a trailblazer who's been running motorcycle tours in South East Asia for more than 30 years. "Tibet is a special place: the history, the Buddhist culture, the landscape," he says. "And it's Mecca for adventure riders."

THE FIRST CHALLENGE

Nguyen spent months organising all the necessary permits and paperwork. But the border police at Lao Cai simply refused to let us ride his motorcycles across to China.

For three days the group waited listlessly in Lao Cai while Nguyen pleaded his case with various high-ranking officials, until he gave up and led us across the border on foot. From there we took a four-hour train ride to Kunming, the capital of Yunnan Province, where we lost another day patching together a motley crew of Chinese-made motorcycles from various rental companies before finally putting rubber to the road.

With so much time lost, Nguyen had to accelerate our itinerary. Instead of an already challenging 200km to 300km per day, we would have to put an average of 400km behind us daily to reach Everest within the allotted time frame. On the first day we would have to cover a whopping 500km.

An immaculate six-lane toll-road took us from Kunming past the city of Dali where we were supposed to spend a day exploring the labyrinth alleyways of the 2000-year-old walled city. Instead, we decamped at Lijiang, 2400m above sea level, where we were also supposed to spend a day acclimating to the altitude. But with time still working against us, we hit the road bright and early the following day.

From Lijiang, our route took us along another flawless toll-road interspersed by kilometres-long tunnels and an enormous land bridge connecting Tiger Leaping Gorge, the third deepest in the world, to the city of Shangri-La. We could hardly contain our disappointment on setting eyes on this



Don't lean back



That's cold!

Impressive backdrop



The impressive Inner Harmony Stupa of Pagoda



Snowcapped mountains of the Himalayas



Kitted out for adventure

fabled place: a drab collection of high-rise apartments infested with stray dogs. Other than the Inner Harmony Stupa of Pagoda, the largest and tallest white pagoda in the world, there was nothing to see or do there.

From Shangri-La the highway gave way to a winding, broken, two-lane road that marked our introduction to the Himalayas. The temperature plummeted to near zero as we traversed mountain passes 3000m to 4000m high. But with three layers of clothing and insulated leather gloves, I managed to keep the late-autumn chill at bay.

BORDER TOWN

Night had already fallen when we decamped at Diqing, a frontier town where China meets Tibet and the locals are indistinguishable from their westerly neighbours. Dressed in technicolor aprons, long sheepskin coats and golden amulets in piled-up hair, they bear deep lines on their faces and permanently sunburnt skin.

With no heating in our hotel and a bed as hard as a door, I didn't get much sleep on our second night on the road. Other members of our group said the same. But at daybreak we were rewarded with panoramic views of the

snow-capped Khawa Karpo, which, at 6740m, is the highest unclimbed mountain in the world.

After a spartan breakfast of noodles and boiled eggs, we got back on our bikes and careered down a two-lane mountain road that curled down the face of the tremendous peaks and troughs of the northern Himalayas. By late morning we found ourselves inside a colossal ravine with sheer rock walls stretching hundreds of metres high, tainted red with deposits of iron ore.

It's prohibited to ride, drive or even walk out of an airport in Tibet without an authorised



It pays to be cautious on the icy roads



Time for some noodles



Loaded up with a couple of hitchhikers



Ian (centre) is all smiles on this adventure... for now



No 'roos but plenty of stock to avoid en route to the top of the world

guide. Ours, who asked not to be named, has been shadowing us in a support vehicle. When we arrive at the Yunnan-TAR border he gets to work presenting our passports, TAR travel permits, Chinese driver's licences and a manila folder full of documents to unsmiling PLA soldiers. Then we line up for mugshots. This complex and time-consuming procedure would have to be replicated at a dozen-odd checkpoints during the voyage, every single time we filled up with fuel and checked into a hotel. That's how strict things are in the TAR.

The feeling of riding into this almost mythical land I'd dreamt about visiting for years, but hitherto cast aside in favour of destinations where being part of an organised tour is not compulsory, was magical... I gave Nguyen a hug. If not for his dogged determination to make this tour happen despite all odds, I never would've stepped foot on the so-called "roof of the world". Unlike run-of-the-mill tours where participants are herded around on buses, motorcycles afford the only modicum of freedom and independence for tourists in Tibet. Just let the other riders pass you and within

moments you can find yourself on a lonely stretch of road or a high alpine plain where the only signs of life are roaming yaks.

Our first meal in Tibet was a celebrated affair held at a cosy hot pot restaurant where waiters sang Tibetan folk songs as they busied assorted meats, vegetables and noodles to our tables. More hugs were exchanged. From there we continued east, high into the mountains along a dirt road punctuated by frozen waterfalls and stalactites hanging precariously to cliffs. At about 2pm we reached a 4800m mountain pass decorated with thousands of stone piles and multi-coloured Buddhist prayer flags representing the five elements. With snow covering the ground and thick mist wafting through the air, the climate was not welcoming but tolerable for a short while.

PHYSICAL STRUGGLE

The same cannot be said when we hit an altitude of 5000m at Dongda La, where this tale begins, and in what is an excruciatingly painful few hours of my life. By the time we check into a hotel after dark, the freeze has

worked its way so deep into my bones that all I can do is kick off my boots and hide and shiver under the bed covers. My mood dark and bitter, I curse the day I decided to ride through Tibet.

The next morning I decide to tell Nguyen that I cannot go on. Riding in Tibet just hurts too much. But when I pull back the curtains in my room, I see the most extraordinary sight: an old Tibetan man walking up the road with an animal hide strapped to his chest and wooden blocks strapped to his hands. Suddenly he stops and lies down on the road, touching it with his foreheads as trucks whoosh dangerously fast. He then stands up and raises his hands above his head and claps before taking another few steps and repeating the ritual.

Later at breakfast, our Tibetan guide explains the old man is a pilgrim walking to Lhasa, the capital and holy of holies for Tibetan Buddhists. His purpose? To atone for sins real or imagined and generate goodwill for others in the hope he will be reincarnated as a higher life form after he dies. Some pilgrims will spend a year or two on the road, camping in the open and surviving on alms or what little provisions they can carry.

SOLDIERING ON

The audacity of the old man's mission and the superhuman faith that drives him make me reconsider my decision to quit. If he can cross the TAR on foot, how can I fail to do the same given the relative comfort of a motorcycle? However, before setting off, I visit an outdoor market where I buy a big pair of plastic mitts with furry innards designed to be threaded around motorcycle hand grips.

Today we have two more mountain passes to cross. The first, Nujiang, at 5218m is much like the Tibet of my dreams with the sunlit lonely heights of snowy peaks looking down at us from either side of the road. At the top of the pass we meet another adventure rider: a Chinese guy with a long sharp fringe who looks like a Manga character and travels with his dog Money, who wears a jacket and ski goggles for comfort. We also meet a young Chinese tech millionaire cruising around in a white Lamborghini. Like most people we encounter on the road, they do not speak a single word of English. But that doesn't prevent us from establishing a friendly rapport.

After nibbling on greasy fried meat and soggy overcooked vegetables (the TAR is not a foodie destination), we ride down the other side of the pass. After 72 hairpin turns we reach a valley with a wide jade-coloured river running through it, a mild climate and dense green forests that remind me of British Columbia.



Yep... that's Mount Everest



Playing around on a short break



Pilgrims pray in Lhasa



Shops in the Barkhor district of Lhasa



A Chinese tourist wears traditional Tibetan clothing



caught the death of a cold and shivering from fever. "I know things haven't been perfect," he confesses later on. "It's one of the most difficult trips I've done in my life; not only from a logistical perspective. The altitude, the weather, the road conditions. It's not easy and it's certainly not for everyone. But the people in this group are all very experienced riders and I warned them it would not be easy." He adds: "I'm going to do things very differently on the next trip. No riding at night. And instead of crossing at Lao Cai, we'll go through Laos to get to China to avoid problems. I've crossed over with bikes there 100 times."

A Buddhist stupa



The final 80km we cover on this day takes us up the 3528m Sejila mountain in the dark. A blizzard is blowing. Now armed with my woolly mitts and up to five layers of clothing – essentially everything I packed – some of my fingertips still turn numb but the pain doesn't spread any further. The going is still incredibly tough – my lips are now completely blistered and my eyes won't stop weeping, but I bite through the pain after seeing groups of Tibetan pilgrims bent forward, fighting their way through the wind and snow, some of whom have brought their children along. We also pass Olympic-fit Chinese tourists peddling up the mountain on bicycles. They must be made of iron.

THE FRIENDSHIP HIGHWAY

The following morning we join Route 318, also known as the Friendship Highway. Stretching 5476km from Shanghai to Nepal, it's one of the longest roads in the world and is a must-do for Chinese adventure riders, who we see in greater numbers as we approach Lhasa.

There we take a rest day and visit the Potala Palace, a soaring red and white fortress that was

the former winter residence of the Dalai Lama; and Jokhang Temple, the final destination of pilgrims in Tibet where they take their final bow in front of a golden statue of the Buddha.

From Lhasa we continue west to Everest on Route 318. The landscape becomes desert-like, with mammoth pyramid-shaped hills underscored by monasteries with gold-pointed pinnacles and frozen lakes and rivers that become mirrors under the sun. In 25 years of travel writing, I have never visited a place with more original beauty than Tibet. Every corner and bend in the road delivers scenery more epic than the last.

There are only 30 minutes of daylight left when we enter the mouth of the tremendous canyon that leads to the 5205m high Pang La Pass. The conditions are as harsh as the Dongba La Mountains and my body is still wracked with pain. But after a week in the TAR I have somewhat acclimatised, ripping up the road with 'peg-threatening leans that only successive days of riding at high speeds can engender.

It's also the first time that I overtake Nguyen, who still rides like the wind despite having

NATURAL WONDERS

The North Everest Base Camp is a bit of an anti-climax as 25km before the finish line we're forced to dismount at a military checkpoint and complete the journey in a bus. There's no denying the beauty of Everest, the icy beast that's claimed the lives of at least 322 climbers since records began in 1922, according to the Himalayan Database. But it pales in comparison to what I see the following day when we return to Lhasa to drop off our bikes for freight to Kunming.

At first it appears like a mirage under the glaring sun, so white and phosphorescent it seems like the seat of God himself: the Kharola Glacier. A gargantuan tongue of ice set between twin peaks of Mt Noi jin Kangsang, Kharola is the most accessible glacier in the TAR, set only 300m from a section of road that has more than 100 glaciers in its vicinity.

I snap a photo in total sunlight from a few kilometres away and aim to take a few more at the base of the glacier. But without warning a gale blows in and the temperature drops like a bomb. Soon we are riding through total snow and the horrible numbness returns to my fingers and toes with a vengeance. And just when I think things can't get any worse, ice begins to form on the inside of my helmet and I am forced to lift the visor, wincing with pain every time a snowflake lands in my eyes. I inch my motorcycle through the now whited-out world in blind hope I don't ride headlong into a wandering yak or truck swerving on the wrong side of the road.

At that moment I realise what it means to dare to take on Tibet, a land of extremes where the beauty of the landscape is matched by the ferocity of the climate, and blue skies are as fleeting as the happiness of the human soul. Yet as I grow older and a little bit wiser, one of the lessons that resonates most is that only the hard things in life are worthwhile. **ARR**

The roads are simply magnificent



Monks chant during a ceremony at Ramoche Temple



RIDE THIS ROUTE

This is not a ride that can be completed without extensive planning and logistics in place, so it is one that should be done with an experienced tour operator. Ian travelled with MotoTours Asia, which has been operating since 1996.

MotoTours Asia offers a range of tours. Check out the website at mototoursasia.com to see what is on offer or to sign up for Nguyen's next trip to Tibet.



The main street of Kangaroo Valley

ESCARPMENT ESCAPE

From the Illawarra to the Southern Highlands into the Shoalhaven and back again, this South Coast loop ride up and down the Illawarra Escarpment offers fabulous roads, spectacular views, tasty treats and much more...

WORDS DEAN MELLOR PHOTOS SHOALHAVEN CITY COUNCIL & DM





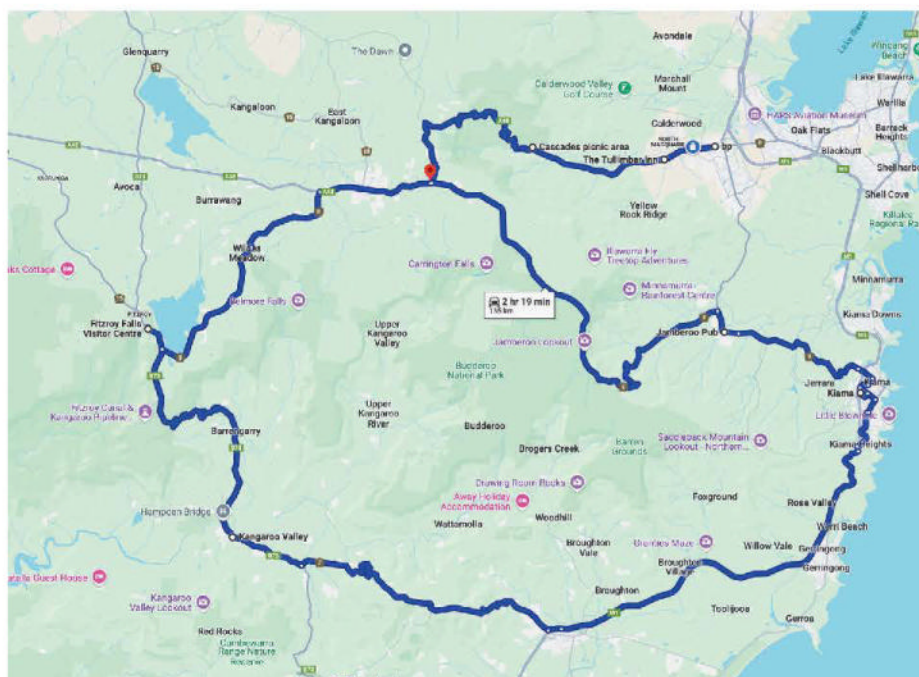
Looking up at the Illawarra Escarpment

This is one of my favourite rides... and not just because it's on my doorstep. This route takes in some of the most fun, twisty roads you can find and it's less than a 90-minute ride south of Sydney. It also encompasses some fantastic scenery, some great places to stop for a feed and a drink, and plenty of other stuff to see and do.

The ride starts just south of Wollongong at Albion Park, where you can fuel up your bike before heading west along Tongarra Road, which soon morphs into the Illawarra Highway. Once you're past the last roundabout, the road becomes a 90km/h zone and the countryside opens up with beautiful green rolling hills at the foot of the impressive Illawarra Escarpment. But don't get too excited just yet; you'll soon spot the recently re-opened Tullimbar Inn on your left, which trades from 8am on weekends and is a great spot to stop for brekky and a coffee. The building itself dates back to 1892, but the current restaurant opened in 2024.

Once you've fuelled up your body, continue west for 8km along the highway towards the foot of Macquarie Pass. This section of road is heavily policed, especially on weekends, and you'll often spot mobile speed cameras set up by the side of the road, so keep an eye on your speed.

Those who like a bit of nature, and who don't mind walking in their riding gear, should pull up in the small parking area on the right before ascending Macquarie Pass. The 2km return Cascades walk through shady



rainforest and eucalypt forest leads you to a beautiful swimming hole at the base of a waterfall. It's a great spot for a refreshing dip in the warmer months.

MACQUARIE PASS

The 11km ride from the base of Macquarie Pass up to the Robertson Pie Shop is packed with twists and turns as the road cuts its way up the steep escarpment. The speed limit here is 60km/h and the road surface is generally good as many sections have been recently resurfaced, but be wary of damp patches that

can remain on some of the shady sections long after the area has seen rain.

As the road switches back on itself, there are plenty of 35km/h bends as well as a few particularly steep and tight corners with 25km/h advisory signs. It pays to keep a close eye on the road and conditions despite the beautiful scenery around you, which can include glimpses down towards the coast that are sometimes hard to ignore.

Other hazards on the pass can include oil patches, trucks and oncoming traffic. There are a couple of particularly narrow sections



This tight hairpin on Macquarie Pass is followed by an overtaking lane



Macquarie Pass waterfall



Topping up at BP Tongarra Road at the start of the loop



Look out for traffic on the tight and twisty Macquarie Pass



Time for a coffee and tart at the Robertson Pie Shop



Plenty of shops in Robertson



The Big... ummm, Potato at Robertson

and if the weather is crook, there can be a decent flow of water over the road in parts.

While it can be frustrating if you get stuck behind a truck lumbering its way up the pass, it's best to enjoy the scenery rather than make a risky passing manoeuvre; eventually you'll reach an overtaking section just after a tight left-hand hairpin. You might spot a small plaque mounted in the basalt cliff at this point of the climb, and if you pull over to take a look you will learn that Macquarie Pass was opened on 4 July, 1898.

Vertically, the pass climbs up an impressive 600m, and while it might be warm and muggy down the bottom, it can be chilly up top and

there is always the potential for fog as you climb up through the clouds. Bear this in mind when suiting up for your ride as you might want to slip on a thermal liner or don the wets if the weather turns foul.

As you near the top of the escarpment, the road begins to open up once more and the speed limit momentarily increases to 80km/h. Simply continue along the highway and you will happen upon the famous Robertson Pie Shop, where many fellow motorcyclists will have pulled up for a coffee and a pie. This is a great spot to ogle over bikes and have a chat, and I can strongly recommend the Portuguese tart if you have a sweet tooth.

DOWN TO KANGAROO VALLEY

From the pie shop, continue west along the highway to Robertson, where you might spot the Big Potato to your right; if it wasn't signposted it could be mistaken for something else entirely. There are various food outlets here and a servo if you need to top up, as well as the obligatory knick-knack shops and galleries.

There are two options to get onto Nowra Road from Robertson. The first is to take a left on Pearsons Lane and then a right onto Myra Vale Road, which will eventually intersect with Nowra Road. The second is to turn left off the Illawarra Highway at Sheepwash Road, which will then intersect directly with Nowra Road. If you take

The lush Kangaroo Valley



The historic Hampden Bridge in Kangaroo Valley



Looking towards Berry Mountain



A repurposed bank in Kangaroo Valley



Garden art at the Friendly Inn Hotel



Looking south down the escarpment

the latter option, you will see the Fitzroy Falls Visitor Centre on your left; if you haven't been here before it's certainly worth a look.

Both routes wend their way through some pretty farmland dotted with cattle before Nowra Road becomes Moss Vale Road and the scenery changes into bushland as you make the steep descent towards Kangaroo Valley. It's a fun ride down, with a couple of tight hairpins before the road opens up as you enter the valley. The temperature here can be significantly higher than on top of the escarpment and by the time you reach Hampden Bridge, you'll probably wish you'd removed any thermal liner you may have slipped on previously.

The heritage-listed Hampden Bridge is well worth a look and you can pull up on the left just before crossing it to get a good view. Opened on 19 May, 1898, it is a single-span suspension bridge with impressive stonework at each end and a timber deck that crosses the Kangaroo River. This is a one-lane bridge so you have to give way to oncoming traffic.

Once across the bridge you'll likely see a row of bikes pulled up outside The Friendly Inn Hotel... and for good reason. Depending on what time you started your ride, and how many stops you made along the way, there's a good chance the sun will be over the yardarm... and the pub offers plenty of choice when it comes to cold refreshments. If you haven't over-indulged thus far on brekky, pies and tarts, a hamburger or a Schnitzel at the pub might be called for.

If the weather is too hot and the beer too cold to climb back onto your bike, there are plenty of accommodation options in Kangaroo Valley, but this is a popular tourist town and many places can get booked out when it's busy, particularly during school holiday periods.

ACROSS BERRY MOUNTAIN

The next section of this ride loop covers some pretty rough roads as you leave



Berry is another busy tourist town



Berry Mountain roads are chopped up...

Kangaroo Valley and climb uphill once again and across Berry Mountain. After leaving The Friendly Inn Hotel you'll want to keep a close eye out for the left turn onto Kangaroo Valley Road around 4km up the road – it's just over a rise and comes up quick.

You soon get a taste for how potted the surface will be as you start along Kangaroo Valley Road, and it only gets worse as you make your way up Berry Mountain. There is a straight section along here with just enough room to pull over to the left to take in the view back over Kangaroo Valley and to the escarpment. After this you will be climbing up a steep and bumpy road with some super-tight hairpins. There are a couple of spots that look like T-junctions but so long as you keep bearing left along Kangaroo Valley Road, you will eventually pop out onto the Princes Highway at Berry. If you make a wrong turn, you won't get lost; you'll just end up back on Moss Vale Road which pops out a little further south near Nowra.

Those who want to check out Berry will find a quaint little tourist town with a bustling main street on weekends when visitors head there to take in the historic buildings, many restaurants and cafes, art galleries, lolly shops



... and patched up!

and boutiques. Once you're finished with Berry, head north along the Princes Highway towards Kiama.

KIAMA AND JAMBEROO VALLEY

The 24km section from Berry to Kiama is best described as a transit stage as these days it's all dual carriageway, so this part of the ride isn't very engaging until you get to the famous Kiama bends. Of course, the 100km/h speed limit is reduced to 80km/h for the bends to stop drivers from spearing off into the scenery, but there is still plenty of evidence to suggest many struggle to stick to the blacktop. While you might be tempted to fang it a bit through the bends, just remember there is usually a fair bit of traffic along here and some of it can be unpredictable, so take care.

Just as you round the final left-hand bend, you will see the first Kiama exit and this is the one you want to take. If you feel the urge to check out the Kiama Blowhole, take a right at the T-intersection with Saddleback Mountain Road and head through town, then out onto the point. There are plenty of shops and eateries in Kiama, as well as a supermarket and service station.

The inviting Jamberoo Pub



Looking back over Kiama from Saddleback Mountain Road





Plenty of bikes ride through Jamberoo

If you want to skip the blowhole, there are two great riding options that will take you into Jamberoo. My favourite one is accessed from the first Kiama exit by hooking a left at Saddleback Mountain Road and heading over Saddleback Mountain itself, and then down Fountindale Road. It is incredibly picturesque through here and little used compared to the other option, so you might get a run without seeing any traffic at all until you join up with Jamberoo Road.

The other route to Jamberoo is best accessed by taking the second Kiama exit off the Princes Highway onto Spring Creek Drive, and then just following Jamberoo Road. Although there is more traffic on this route, there is a nice little section of bends after the roundabout that various motorcycle magazines have been using for eons to capture that perfect cornering shot; the surrounding countryside used to be all rolling green hills but housing development in this part of the world is rapidly eating into the landscape.

The ride into Jamberoo is a ripper, with some nice sweeping bends before you hit the township where you'll be rewarded by the site of the Tudor-style Jamberoo Pub. A better place for a coldie you'd be hard-pressed to find, and if you perch yourself out the front of the hotel you'll end up with a sore neck from watching all the bikes and interesting cars go by. Oh, and if you find that the amber ale is going down too easily, you can book a room at the pub, which also offers tasty bistro meals.

JAMBEROO PASS

As you leave Jamberoo Pub, head around 100m to the west and then turn to the north



A mob on Saddleback Mountain eyeing off Deano's MV Augusta

at the roundabout. After cresting a hill when leaving town, turn left onto Jamberoo Mountain Road. From here it's not far to the Minnamurra Rainforest, and if nature is your thing I highly recommend taking a stroll through here – it really is stunning.

The first section along Jamberoo Mountain Road is again through lush green paddocks, but you soon get into a wooded area as the road begins its climb back up the escarpment. There are plenty of tight twists and turns through here and the road is quite narrow in sections, so take it easy and keep an eye out for oncoming traffic that might take a wide line when exiting corners.

Eventually the road begins to open up as you near the top of the escarpment and the road surface also improves markedly. Keep

following Jamberoo Mountain Road until you see a lookout to the right; it's well worth the effort to stop here as the view back to the coast is both expansive and stunning.

There's a series of bends not far from here that provide plenty of joy if you get them just right, and then a relatively straight run back to the intersection with the Illawarra Highway at the Robertson Pie Shop. Go on, you know you want another Portuguese tart!

Sydneysiders can either head back towards Bowral and Mittagong from here and then ride back up the Hume Highway, or they can tagalong with their mates from the Gong for a run back down the epic Macquarie Pass and head home via the Princes Highway. I know which way I'd go! **ARR**



The turn-off back up to Robertson



FUEL, FOOD AND REFRESHMENTS

FUEL

- BP Tongarra Rd Albion Park, (02) 4256 4003
- Enhance Robertson, (02) 4885 1501
- Mobil Kangaroo Valley & IGA Friendly Grocer, (02) 4465 2025
- BP Kiama, (02) 4232 2313

REFRESHMENTS

- Tullimbar Inn, (02) 4231 9488, zeusessouvla.com.au
- Robertson Pie Shop, (02) 4885 1330, www.robertsonpieshop.com.au
- The Friendly Inn Hotel Kangaroo Valley, (02) 4465 1355, www.thefriendlyinn.com.au
- Jamberoo Pub, (02) 4236 0270, jamberoopub.com

RIGHT ON TRACK

Celebrating three decades of Australian ride days

WORDS SEAN MOONEY PHOTOS SD PICS & SM





Many road riders like to get out on the track



All bikes are scrutineered

For many of us, non-competitive ride days held on racetracks are a huge part of our motorcycling lives. Smooth surfaces, run-off areas, no oncoming traffic and no speed limits — it's a perfect recipe for two-wheeled fun. But it hasn't always been so. Prior to the early 1990s, access to Australian tracks was restricted to racers or those attending rider-training programs. And when the first ride days appeared, they were relatively rough and ready affairs.

The old days still live fresh in the mind of Steve Brouggy, the founder of the most successful and long-lived provider of ride days in

Australia, Motorcycling Events Group Australia (MEGA). "During those early years, there were numerous operators," he recalls. "Most of them motorcycle enthusiasts who wanted to facilitate the environment that they themselves wanted to attend, without the necessity of needing a racing licence or being restricted by racing rules, and to be able to circulate the whole track without having to attend a skills training day."

Brouggy, who achieved some Australian Championship victories and podiums on 125GP bikes as a motorcycle racer in the 1980s, says that back then all you needed was access to a broad-based public-liability

Sean Mooney on track on his S 1000 R



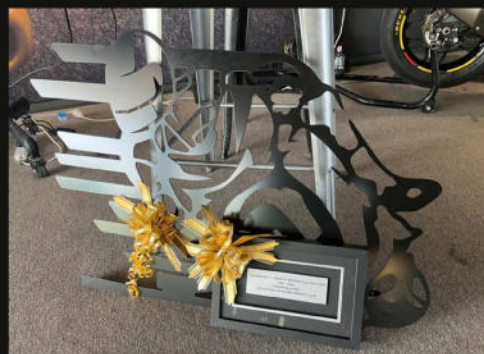
Steve Duggan of SD Pics



Racers also use ride days to set up and practice



MEGA founder Steve Brouggy



Here's to 30 years of ride days

PHOTO FINISH

Steve Duggan of SD Pics (above left) has photographed every Phillip Island Ride Day since 2001 and every SMSP Ride Day since 2020. He says he has found Steve Brouggy to be "one of the most honest and loyal people I have ever met. I cherish the friendship we have formed and I have huge admiration for everything he has achieved in the industry".

SD Pics takes photos of bikes and riders on track, in pit lane and in the garages. Photos from each event are put up on the SD Pics website the following day, with digital downloads, prints and montage posters available to order. You just select your ride day date and the group you were riding in, then start searching for your pictures. A good tip is to purchase a pre-order bundle of images and/or prints for a reduced price before you ride. Bundles are available until midnight on the night before each event. Check out <http://sdpics.com/> for more information.

"WE HAD NO FLAG MARSHALS, NO AMBULANCE, NO SUPPORT STAFF AND NO CATERING"

insurance policy and you could hire a racetrack. "This resulted in a wide array of ideas on how to best manage the events, with some being more successful than others," he explains. "While we could critique this until the end of time, in all fairness it's hard to measure some of the standards against what is expected today, and everyone – including ourselves – did the best we could with what we knew. It was a different world."

To fully appreciate how far things have evolved, Brouggy just needs to recall his first event, where he took five riders to the Broadford State Motorcycle Complex to teach some basic cornering skills and give them the opportunity to ride on the track. "We had no flag marshals, no ambulance, no support staff and no catering," he says. As rudimentary as it was, this was the event that gave birth to the company that would soon be known as MEGA. Brouggy and his team have since gone on to provide racetrack experiences to more than 300,000 riders at 2500 events held at 45 racetracks in 10 countries. "These were not all ride days," he clarifies. "I was involved with the California Superbike School for 22 years, which is where many of the overseas events happened, but now we are very happily situated at Sydney Motorsport Park (SMSP) in NSW and Phillip Island in Victoria." Indeed, Brouggy's first 'real' ride day was held at Phillip Island in 1995.

THEN AND NOW

ARR attended a ride day at SMSP recently, which was held to celebrate 30 years of MEGA. It was indicative of how far the industry has come in those three decades. From the initial online registration and safety briefing system, fully functional tyre service, and motorcycle and leather suit hire, to the provision of flag marshals, lights, cameras and a timing/tracking system, MEGA offers an impressive, rider-centric set-up. It's also a friendly, inclusive environment that welcomes riders of all backgrounds and experience.

It's all a far cry from the 1990s when leather was the preferred riding suit material, but you could also ride in textiles, with some providers even preferring denim jeans and jackets. "Full-length motorcycle boots



Danica loves learning on the track



Michele and Colin Ward



Dave Duggan has done more than 20 ride days



Father and son Neyc and Jan Zalar

RIDER PROFILES

DANICA HAMPTON

Originally from New Zealand, Danica Hampton only got her rider's licence in 2022. A competitive weightlifter, Danica says track riding shares some similarities with her chosen sport. "It's a bit like weightlifting – repetitive training, doing the same thing over and over, getting better and better," she says. Riding in the white (slow) group, Danica has completed levels one to three at California Superbike School (CSS) and plans to continue riding and learning on the track. "It's so much fun and people are welcoming," she says. "It's a very nice community."

MICHELE AND COLIN WARD

Penrith couple Michele and Colin Ward are both relatively new to the track. Colin has been road riding for about 20 years, but Michele only got her learner's licence in February, 2023. They have already done eight track days together. Michele is riding in the white group and Colin in yellow (medium). Both have completed level one of CSS.

DAVE DUGGAN

Narrabeen butcher Dave Duggan has been riding for about 20 years on the road, and two years on the track. He has done more than 20 ride days and completed CSS levels one to three. He rides in the green (medium/fast) group at present. He started riding on the track because he wanted to go fast but also keep his licence... and to beat best mate Simmo, who is a fellow ride-day addict.

NEYC AND JAN ZALAR

Father and son Neyc and Jan Zalar both live in Sydney but are originally from Slovenia. Neyc has been riding for almost 30 years and Jan for about three, but Jan is already faster than his dad. They both ride in the red (fast) group. "I have done 25 ride days and Jan has done 22 – we just love it," says Neyc. And they have no plans to stop. "We come from a family with a long motorcycling tradition. Nearly everyone in our family is into motorcycling."



BEEMER SCREAMERS

MEGA has used BMW S1000 RR motorcycles as hire bikes for more than a decade, as they provide a useful combination of high power and rider safety tech. The head of marketing at BMW Motorrad Australia, Joel Simondson, says BMW Motorrad's support of MEGA Ride Days has been a fantastic success in growing the exposure of the S1000 RR and other BMW performance motorcycles. "Steve and his ride days team deliver an unbeaten level of professionalism and experience for Australian customers, and we're excited to see how we can continue to evolve this partnership in the years to come," he says.

During the 30th anniversary ride day, BMW Motorrad Australia had a production M1000 RR in the pits on slicks, and *ARR* managed to

bag a ride on this amazing machine (between sessions on the S1000 RR hire bikes). Needless to say, it was a highlight of the day. It features the optional competition package, which includes a swingarm in anodised aluminium, as well as M GPS-Laptrigger, endurance chain and billet package and, of course, acres of carbon fibre. It has also been signed by the riders of the world-champion ROKiT BMW Motorrad WorldSBK Team (Toprak Razgatlioglu and Michael van der Mark) and the Bonovo action BMW Racing Team riders (Scott Redding and Garrett Gerloff).

The M1000 RR is currently being displayed at various dealer functions and motoring festivals. Visit www.bmw-motorrad.com.au for more information about the M1000 RR or S1000 RR models.

Getting ready to head out





Sean on the M 1000 RR



Signed by WorldSBK legends



The fleet of BMW S 1000 RRs



You can hire a BMW through MEGA



and gloves were preferred, but not mandatory,” Brouggy says. “You could ride in any ankle-length shoes and with the equivalent of gardening gloves. Furthermore, rider groupings were self-evaluated and not measured by any structured system. Group sizes were not capped, with stories of 60 or more riders in a group not uncommon.”

Incredibly, recovery vehicles were sent out when bikes were still circulating and there was little to no enforcement of passing rules. “In today’s world, none of the above would be even remotely acceptable,” Brouggy says. “So how did it all change? Like most things, it was through evolution. One of the reasons that I’m standing here is because we have never stopped evolving.”

This process led to MEGA establishing ongoing arrangements at both SMSP and Phillip Island. “I get asked all the time whether or not we want to go to different circuits and the answer is no,” Brouggy says. “They are the two best circuits in the country, in my opinion, and that’s all we want to do. And being located in two circuits permanently allowed us to invest in hire bikes, storage, and do a whole range of things we couldn’t have done before, so it was one of the catalysts for the industry moving forward.”

SAFETY ON TRACK

One of the most recent innovations that has been implemented for MEGA ride days is the creation of safety videos for all aspects of ride day

participation, including entering and exiting the track, passing, dealing with cold tyres and so on. There are also interactive venue maps of both circuits that show the process of getting into the venue and then how to ride the track. Pit garage selection is now via a “choose your spot online”-style booking system, while ride simulator access between sessions is being introduced to help educate riders on the best way to tackle each circuit according to their skill level. “Not a day goes by in which my team and I don’t have an in-depth discussion about how something functions and how we can do it better,” Brouggy explains.

The chief marketing officer of the Australian Racing Drivers’ Club (ARDC) and SMSP, Peter Larum, says each year, MEGA oversees approximately 750,000 track kilometres across multiple days at SMSP, featuring hundreds of riders each time. “That’s some record,” he says, adding that a ride day provider needed to be a dedicated and passionate organisation that can present ride days in the safest, most professional, accessible and rider-centric environment possible. “Steve delivers this and more in spades.”

Brouggy says people often ask him if he is tiring of the ride day world after 30 years. “The reality is no,” he says. “I love what I do, the people I work with, and the industry in which I work. All that combined makes for a very fulfilling and enjoyable working life. I am a very fortunate man.” **ARR**

TRACKING ON THE TRACK

MyLaps is a GPS-based system that follows where riders are via tracking transponders attached to all the bikes. It is an ARDC initiative, which Brouggy says is a “great safety feature and brilliant for dealing with issues on track”. It is separate to the MEGA timing stickers placed on bikes and helmets that help to group riders more effectively based on lap times.

Brouggy explains that MyLaps provides his team with a fresh perspective. “MyLaps gets the things that the marshals can’t, and the marshals get the things that this can’t,” he explains. “Those two working in combination gives us the best possible coverage. Before, if a situation happened on track, we would have to figure out who they were, but if someone does go down now, we know instantly who it is. Also, if a bike drops below 50km/h, it triggers a warning that activates the CCTV to go onto the big screen, so it immediately goes to that location.”



Clerk of the course, Rod Muir, pictured in the ARDC control room monitoring the MyLaps system



Terrific Thailand

July 2025



A 14 day motorcycle tour that starts and finishes in Chiang Mai, filled with beautiful climbing and descending roads that take us through magnificent limestone hills, steep mountains, lush green valleys, terraced rice paddies, beautiful waterfalls, the famous rivers and interesting villages.

This is a real "riders ride" with Karel & Howard as your Tour guides.



"Howard and Karel are fantastic tour guides, everything about our trip was well organised with amazing roads and locations." - Irene, NZ

www.magicmotorcycletours.com/thailand



The 'ol Bobber' Jacket

No big ugly branding

CE2 Armour included
Shoulders, Elbows, back

Made from distressed leather for
that classic look

★★★★★ (90)

Designed in Melbourne



Check out www.blackpupmoto.com.au



KABUTO F17 GP MIPS REMY GARDNER REPLICA

Okay, I admit it. I'm a big fan of Remy Gardner. Watching the young Aussie racer win the 2021 Moto2 World Championship with five race wins and 12 podiums was thrilling. And being lucky enough to bump into Remy at the Almeria Circuit in Spain while he was testing a Yamaha YZF-R1 prior to his WorldSBK debut in 2023 was the icing on the cake. The fact he was there with his great mate Pedro Acosta nearly had me in a state of delirium. So I was obviously excited when Kabuto sent news that this striking F17 Remy Gardner Replica helmet would be made available in Australia in limited numbers. I just had to have one...

Before I get into the technical details of the F17, just take a look at the special Remy Gardner design. It features a crocodile across the top, the Aussie flag around the chin bar, the #87 on the top, and Remy's surfer logo on the back. It's loud, it's vibrant and it looks fantastic.

The F17 is a premium handmade helmet using composite materials and it has been designed using CFD (three-dimensional computational fluid dynamics) to achieve what Kabuto calls "omni-directional aerodynamics", which is essentially a combination of a ribbed shell that optimises aerodynamic characteristics, a Wake Stabiliser, and a newly developed device Crest Spoiler.

The shell's composite structure consists of five layers. The bottom layer is a hyper-glass fibre, then there's a high-tensile organic synthesis fibre, a high-strength/high-modulus organic synthesis fibre, another high-tensile organic synthesis fibre, and finally another hyper-glass fibre on the exterior. The result is a shell that is claimed to combine excellent penetration resistance and shock absorption. The use of FEM (Finite Element Method) structural analysis has been used to optimise the strength of each part, and to keep weight to a minimum, while a dual-density EPS liner absorbs impacts. The F17 tips the scales at 1700g.

Kabuto says that by adding an arcuate device to the top of the helmet, it reduces lift and increases stability when riding at speed, whether in a straight line, when cornering or when checking behind. It also features generous head side ventilation and chin ventilation, with a wide-opening area to provide fresh air to the inner surface of the shield for optimum cooling performance.

The Coolmax antimicrobial inner liner can be removed for washing, and the interior features space for those who wear glasses as well as those who want to fit a comms device, with a dedicated intercom attachment space,

speaker pockets and cable routes. There's also an emergency system that allows first responders to pull out the interior urethane structure for easy helmet removal.

The F17 comes standard with a clear Pinlock-ready visor and Pinlock. The visor has a locking mechanism so it won't inadvertently lift at high speeds, and a ratcheting system that allows for several opening positions. Tool-less removal and fitting makes it easy to swap the visor for an optional tinted or mirror visor. I've just ordered the Blue Mirror visor for \$129.95.

As well as this Remy Gardner design, there are plenty of other graphics and solids to choose from, but if you're going to order a Kabuto F17 online, just be aware that the sizing across the range might be smaller than you expect; I usually wear a Medium but found that in the F17 the Large fits me perfectly.

I can't wait to get out on the road in this new F17 — I'll keep you updated. *Deano*

KABUTO F17 GP

RRP: \$1499.95

WEBSITE: www.kabuto.com.au

WE SAY: A top-quality lid that offers loads of features, high-level protection and looks fantastic.

MOTOPRESSOR PUNCTURE FIX

One of the last things you want when you're out on a ride is to get stuck on the side of the road with a flat tyre... but it happens.

If you're going on a long ride and you're prepared, you'll probably have a few tyre cords and CO2 canisters with you to plug any punctures and re-inflate your tyres, but if you're just out for the day, chances are you will have left your tyre-repair kit at home. Thanks to MotoPressor's small and light tyre repair gear, you can carry everything you need to effect a repair on every ride.

The first thing you'll need is the MotoPressor Puncture Repair Tool. This all-in-one device is a bit like a multi-tool in that it has pliers and a fold-out blade, but it also has a fold-out rasp and insertion tool and is supplied with five pre-vulcanised repair cords. That's everything you need to remove the offending object from your tyre, clean out the hole and insert a repair cord. Packed in its pouch, it measures just 130mm (L) x 70mm (W) x 50mm (D) and weighs just 350g... and if that's too big to fit under your seat, the pouch has a belt loop.

Equally small at 100mm (L) x 80mm (W) x 40mm (D) is the MotoPressor microPUMP, which weighs just 323g in its carry bag with air hose, charging cable, Schrader adapter and instructions. Despite its tiny size, MotoPressor claims the microPUMP will inflate three motorcycle tyres from flat on a single charge. I have put this claim to the test on several occasions and the microPUMP has exceeded expectations every time.

Using it is easy. To set the required inflation level on the compressor, turn it on, select the units (psi, bar, kPa or kg/cm²), select A, B or C, and press the arrow button to set a higher pressure, or double-tap the set button and then the arrow button again to set a lower pressure. I set A to 36psi for the front tyre on my Honda Fireblade and B to 43psi for the rear tyre. I then deflated both tyres completely and let the microPUMP do its thing.

A small, flexible hose makes it easy to attach the compressor to a valve stem. It took 3m27s to inflate the front 130/70ZR16 from 0-36psi and a tad under 10 minutes to inflate the rear tyre from 0-43psi. The compressor felt warm after it had done the job, but not really hot. I repeated the test and the compressor was able to re-inflate the front tyre on a single charge.

If you don't have space under your seat for the compressor, it really is small and light enough to carry in a jacket pocket and you'd hardly know it was there. It's also easy to use and features an easy-to-read digital pressure display.

The microPUMP can be recharged in one to three hours via the supplied USB-A to USB-C cable, although you'll need your own plug-in charger (any phone charger will do), and it will pump to a claimed maximum of 130psi.

Deano

MOTOPRESSOR PUNCTURE FIX

RRP: \$78.70 (Puncture Repair Tool); \$126.95 (microPUMP)

WEBSITE: rockycreekdesigns.com.au



Andy Strapz

Gear to get you there (and back)

Andy Strapz
andystrapz.com
 (03) 9786 3445
facebook.com/andy.strapz

MOTOREX V-SYNT 4T ENGINE OIL



MOTOREX V-SYNT 4T ENGINE OIL

RRP: \$34.95 (1L); \$129.95 (4L)

WEBSITE:

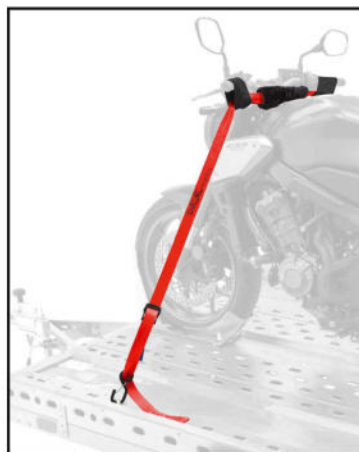
www.motorexoil.com.au/v-synt-4t

Motorex has developed a new fully synthetic oil engineered specifically for the demands of today's high-revving, high-temperature V-twin and V4 motorcycles. Called V-SYNT 4T, it is available in 15W50 and 20W50 viscosity grades.

V-SYNT 4T 15W50 is said to feature special hydrocarbon compounds in the additives to ensure the lubricating film remains at low temperatures and when the engine is hot at peak revs. Motorex claims the oil ensures consistent power delivery and top-tier wear protection in all temperatures, and that it's suitable for use in the latest-generation Harley-Davidson Revolution Max and Ducati engines requiring fully synthetic oil. It meets JASO MA2 standards, making it ideal for wet multi-disc clutches.

V-SYNT 4T 20W50 has been tailor made to suit modern Harley-Davidson V-Twins and other big cruisers. Motorex says this viscosity grade nails the lubrication applications for Motor, Transmission & Primary Drive (MTP), and keeps oil consumption in check thanks to its low Noack volatility. Advanced additives are claimed to ensure great wear protection and shear stability, while the synthetic base provides excellent lubrication and high-temperature protection. This oil also meets JASO MA2 standards.

ACE BIKES BUCKLE-UP



ACE BIKES BUCKLE-UP

RRP: \$99.95

WEBSITE:

www.proaccessories.com.au

Securing motorcycles for transit in the back of a van, ute or on a trailer can be fraught with danger, especially when it comes to tying the bike down. The Ace Bikes Buckle-up is a new product that will make this task easier and will minimise the potential for damage.

The Buckle-up is an all-in-one handlebar tie-down solution that comes with plasticised hooks with resilient locking clips for additional security.

At 3m long and 35mm wide, the Buckle-up tie-down strap has a lashing capacity of up to 300daN. It is fitted with an integrated faux sheepskin sleeve to protect your motorcycle from scratches and other potential damage.

The tie-down is equipped with fully galvanised 50mm cam buckles, and the plasticised hooks minimise the chance of damage to bikes and vehicle tie-down points. The Buckle-up is supplied in a handy storage bag for convenience.

INTERPHONE U-COM 8R



The Interphone U-COM 8R is claimed to be the most intuitive intercom equipped with Mesh technology on the market, providing a dependable connection and effortlessly connecting with groups of up to 24 other intercoms with just a simple click.

Interphone says the U-COM 8R is compatible with Sena, TFT, GPS and OEM systems from the biggest helmet manufacturers on the market. Of course, it can be connected to phones, GPS receivers and compatible motorcycle TFT devices via Bluetooth 5.2.

The U-COM 8R features new 40mm HD speakers that are said to deliver immersive sound

quality, allowing you to enjoy deep, rich audio whether you're listening to the radio or your favourite playlists, plus the audio remains clear in the background during conversations.

A new dedicated Interphone UNITE app (iOS and Android) allows users to maximise the potential of the U-COM 8R. Using the app you can tune custom settings, manage intercom groups, save up to three speed-dial presets, save up to 10 radio station presets, and receive firmware updates.

We're about to test the Interphone U-COM 8R. We'll let you know how it performs in the next issue of *ARR*.

INTERPHONE U-COM 8R

RRP: \$479.95

WEBSITE: interphoneaustralia.com.au/shop/u-com-8r



**ROCKY CREEK
DESIGNS™**

MotoPressor™

**Spoilt
for
choice?**

Having one
pump might
not be enough!

POCKET PUMP V2



MICROPUMP



SMART PUMP



SMART PUMP MINI



Available from
Rocky Creek
Designs and all
good motorcycle
shops through
Pro-Accessories.

www.rockycreekdesigns.com.au

KRIEGA ROLLPACKS

Unlike traditional single-skin plastic-welded rollpacks, Kriega Rollpacks feature a double-skinned Drypack design with a UV-resistant Cordura outer and a 100-per-cent waterproof internal liner. The benefit? If the Cordura outer is ever damaged (and Kriega says it takes a lot to cut through the heavy-duty material) there's still a second waterproof skin inside to keep all of your gear clean and dry.

The waterproof internal liner is removable, so it can be washed and easily refitted, or replaced relatively inexpensively, and while it might seem impractical for this liner to be white, Kriega says this colour was intentionally chosen to make it easier to find things in the bag than if the liner was dark.

Kriega Rollpacks feature integrated heavy-duty webbing straps with aircraft-spec alloy hardware. The straps are easily secured thanks to cam buckles, then tied-up with Velcro ties. Subframe loops are included and the Rollpack's straps hook back on themselves, so

you can mount the bag to just about any bike. It can also be secured to a Kriega OS base or just about any other luggage system.

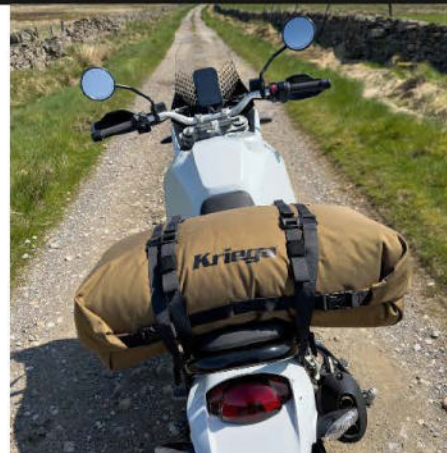
The simple tube design of these Rollpacks makes them ideally suited to carrying bulky items such as sleeping bags, tents and jackets, and they roll up very small when not in use so they can be stowed in a backpack or pannier when not needed. The double entry to the Rollpacks also means they can be rolled down to a smaller size when they're not full, yet still be securely strapped to the bike.

Kriega Rollpacks are available in 20-litre and 40-litre sizes, and in five different colours: Black, Lime, Orange, Coyote and MultiCam Black. They are covered by Kriega's 10-year warranty.

KRIEGA ROLLPACKS

RRP: From \$245

WEBSITE: www.kriega.com.au





RIDE NEW ZEALAND

WITH KIWI MOTORCYCLE RENTALS





NZ'S SPECIALIST BIKE RENTAL COMPANY
LARGE FLEET OF PREMIUM BIKES
EASY ONLINE QUOTES & BOOKINGS






For more info visit - www.kiwimotorcyclerentals.com

PRECISION SHIMS AUSTRALIA

A manufacture of shims for the adjustment of inlet and exhaust valve clearances.
 Range of sizes available from 7.0mm - 40.0mm diameter.
 Priced from \$5.50 each inc. GST.
 Incremental steps of .02mm or .05mm available.
 Kits available including .02 & .05 increments.



PHONE ORDERS TO: Precision Shims

Phone: 0438 230 199

Email: chris@precisionshims.com.au

www.precisionshims.com.au

TCX SHIFTER SPORT



The TCX Shifter Sport boot is described as a sporty road shoe that is versatile and comfortable for everyday riding.

The boot features a soft microfiber abrasion-resistant and suede leather upper with reflective inserts, an Ortholite footbed with long-term cushioning and breathability, and a Groundtrax rubber sole for grip and feel.

The lacing system is secured with a Velcro band and protection is provided with ankle, toe, heel and gear shifting reinforcement.

Available in Black in sizes EU 39-48.

TCX SHIFTER SPORT

RRP: \$199

WEBSITE: tcxboots.com.au

WE TAKE YOUR INJURY PERSONALLY.

Our team has successfully handled hundreds of motorcycle accident claims. We provide the support you need and work hard to get the compensation you deserve.



HENRY CARUS + ASSOCIATES



YOU DESERVE MORE™

INJURY LAWYERS

CALL NOW

03 9001 1318

www.hcalawyers.com.au

With locations near you in Victoria.



WALCHA ROYAL CAFE & ACCOMMODATION

26 E Fitzroy Street,
Walcha NSW 2354

Enquiries: 0447 691 025

E: walchacafe@optusnet.com.au

www.walcharoyalcafe.com.au

FACILITIES

- Dine in or takeaway
- Healthy and tasty menu
- Function room
- Licensed bar
- Excellent accommodation
- Queen to single rooms to semi self-contained cottage
- Lock up sheds

Whether you are celebrating a special occasion, looking for a weekend escape or just a fantastic coffee, the Royal Café and accommodation is the perfect venue to exceed your every requirement. The Royal Café and Accommodation also caters for the motor bike and car enthusiasts with a fully secure yard and lock up shed and under cover parking. With the gateway to the famous Oxley Highway, Thunderbolts Way and the New England Highway right at our doorstep. The Oxley Highway is renowned as one of Australia's best motorcycle roads and a direct link from the coastal city of Port Macquarie.

OXFORD OXIMISER PRO



Oxford launched its first battery optimiser more than 20 years ago and the company has now developed its new Oximiser Pro range that has been engineered to take intelligent battery optimisers to the next level.

Equipped with sophisticated diagnostic capabilities, the Oximiser Pro is claimed to seamlessly detect and rehabilitate damaged batteries, utilising cutting-edge proprietary charging profiles to restore multiple battery types.

Requiring no prior technical expertise to use, this advanced system has been designed to ensure optimal performance for any battery type, with plug-and-play automated functions. Its intelligent monitoring system continuously oversees the battery's condition, providing long-term maintenance and significantly extending battery lifespan.

There are four models in the range designed to suit a wide choice of requirements: the Oximiser Pro 900 (0.8A, 6/12V); the Oximiser Pro 1250 (1.3A, 6/12V); the Oximiser Pro 2000 (2.0A, 12V); and the Oximiser Pro 5000 (5.0A, 12V).

OXFORD OXIMISER PRO

RRP: From \$99

WEBSITE: whitesmoto.com.au and your local dealer



MOTORCYCLE SHOCKY REPAIRS



Specialising **ONLY** in
**REPAIRING
MOTORCYCLE
SHOCKS &
HARDCHROMING
FORK LEGS**

95% of all motorcycle shocks are rebuildable, sealed units or not. Our guaranteed quality workmanship and parts are recognised by over 400 motorcycle dealers Australia wide.

Unit 103/49 Station Rd,
Yeerongpilly QLD, 4105

(07) 3892 6493

BIKE ON WITH IKON



**FRONT AND REAR
MOTORCYCLE SUSPENSION
FOR A WIDE VARIETY OF
BIKES ACROSS THE YEARS.**

02 6040 9955
sales@ikonsuspension.com

www.ikonsuspension.com

PC - Revival Cycles - Austin Texas 2018



FABIO TAGLIONI

DESIGNER OF DUCATI LEGENDS

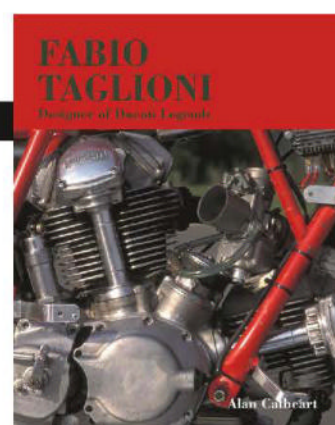
Alan Cathcart has written a new book on Fabio Taglioni, who was the Technical Director of Ducati, its *Direttore Tecnico*, for 30 years and was responsible for all manner of engine designs ranging from single-cylinder lightweights to a massive V-four and especially the bevel-drive 90-degree V-twins for which he will probably be best remembered.

For his entire career, Taglioni believed the racetrack was the finest proving ground available for the development of successive families of Ducati models, as well as the demonstration of their worth. His bevel-drive V-twin models of the 1970s are proof positive of that reasoning. They were the mainstay of the Ducati range for the whole of that decade, and scored many memorable race successes, such as Paul Smart's and Bruno Spaggiari's dominant 1-2 victory in the prestigious 1972

Imola 200, and the now legendary Isle of Man TT comeback victory by the late, great Mike Hailwood in 1978. Personal recollections of Ducati successes by both Hailwood and Smart provide chapters of this wide-ranging book.

Fabio Taglioni – Designer of Ducati Legends is a 232-page book with more than 200 photographs, most of which are in full colour. They range from historic factory archive material to modern digital photography commissioned especially for this title.

Ducati's history and Taglioni's personal story are covered in-depth along with detailed information on his most famous machines. All of Taglioni's seminal designs are featured in detail in this book: single-cylinder, parallel twins, V-twins and even a pair of experimental four-cylinder prototypes – the giant Apollo V-four of 1964 and the



Bi-Pantah, his final such design which never made it into production.

Alan Cathcart was fortunate to enjoy unparalleled access to the Ducati factory and to Fabio Taglioni on a personal basis during the last decade of Taglioni's tenure as Ducati Meccanica's Direttore Tecnico, making this book a special read for any motorcycle enthusiast.

FABIO TAGLIONI – DESIGNER OF DUCATI LEGENDS

RRP: \$54.50

WEBSITE: www.amazon.com.au

AIR HAWK

AUSTRALIA

Sore or Uncomfortable?

AIRHAWK is the Answer! For the right advice and the best price call AIRHAWK AUSTRALIA!



*60 day money
back guarantee

1300 783 128
Call **NOW** to Improve
Your Comfort Today!

Australian Airhawk Importer for home, office, car, gopher, 4x4, truck, plane and more

www.airhawk.com.au



MOTORCYCLE CLOTHING & ACCESSORIES

MONARO HWY, NIMMITABEL NSW

OPEN ALL WEEKEND

0488 394 284

OPEN: 10AM-4PM THURSDAY-MONDAY OR BY APPOINTMENT

FEATURING

MOTO NATIONAL • RST • JOHNNY REB

WWW.BLACKMAX.COM.AU

Rev up the action all year with this

SPECIAL OFFER



Delivered to
your door so you
**DON'T MISS
AN ISSUE!**

SAVE
\$56.40

12 ISSUES OF
Australian Road Rider
RRP \$155.40

ONLY \$99

SUBSCRIBE NOW

Visit universalshop.com.au and search the code RR183 to get this ripper deal, or call 1300 303 414

SUBSCRIPTION OFFER

- ☐ 6 issues of *Australian Road Rider* magazine - **save \$15.70**
ONLY \$62
- ☐ 12 issues of *Australian Road Rider* magazine - **save \$56.40**
ONLY \$99

MY PERSONAL DETAILS

*Mr/Mrs/Miss/Ms First name: _____

*Surname: _____

*Address: _____

*State: _____

*Postcode: _____

*Daytime telephone: () _____

*Email: _____

* required

GIFT SUBSCRIPTION TO

Mr/Mrs/Miss/Ms First name: _____

Surname: _____

Address: _____

State: _____

Postcode: _____

Daytime telephone: () _____

Email: _____

PAYMENT OPTIONS

Cheque/money order for AU\$ _____

(Please make cheques payable to Universal Magazines Pty Ltd)

Please charge my: ☐ American Express ☐ Diners ☐ MasterCard ☐ Visa

Card number: _____

Expiry date: _____

(must be included)

Cardholder's name: _____

Cardholder's signature: _____

SUBSCRIBING MADE EASY



1300 303 414
and quote the code RR183



SEND COUPON NOW
Subscriptions Department,
Reply Paid 75687,
North Ryde NSW 1670



universalshop.com.au
and enter code RR183



(02) 9805 0714



mailorder@umco.com.au

Benefits of subscribing

- Save over \$56.40 when you subscribe for another 12 months!
- Never miss a single issue
- Get the magazines delivered straight to your home (or PO Box)
- Additional discounts for renewals!

Hurry! Offer ends 8 May, 2025

T&Cs: Subscriptions will commence with the first available issue. Existing subscriptions will simply be extended. Free gifts arrive separately to the magazine subscription and are sent as soon as possible. Free gift offers do not apply to subscribers currently on the Easy Payment Plan. Offer open to Australian residents only. By subscribing you acknowledge that you understand that 'tip-ons' and gifts or bonus issues that may be available with non-subscriber copies of this magazine may not be provided to subscribers and is at the discretion of Universal Magazines Pty Ltd. The Promoter shall not be liable for any loss or damage which is suffered or sustained (including but not limited to, indirect or consequential loss) or for personal injury which is suffered or sustained as a result of taking part in this or any other gift offer. By subscribing, you consent to receive any direct marketing material including emails which inform the recipient of the Promoter's other publications, products, services or events and to receive promotional material from third parties. Please tick the box if you do NOT wish us to use this information for the purposes stated above ☐ This offer is only available while stocks last, or until expiration date.



CHURCH

BY: BRIAN RIX

Friday afternoon for those with their nose to the grindstone is POETS' day. For us crusty old bikers here in the goldfields, it's off to church. We're a devout lot and worship at the altar of the motorcycling gods every Friday afternoon and woe be tide if you don't front up. We don't have fancy buildings perched on the highest hill, but we do have our own shrines.

Thinking about it, mine sits proudly at the highest point on my modest acreage. Dingleberry's, Mad Mick's and Ian the Lav boy's (because he owns a Jota) all sit on their highest ground. TB (a.k.a Sparky because he owns a HD Livewire) has just finished building his and again it's close to the heavens. Sparky is a devout follower of some two-wheeled company in the US of A. Sparky has a few offerings from the company, including a chopper with forks so long it won't fit in my 8ft trailer. We tried when one of the forks came loose from the handlebar. Sparky is a good bloke and rescued a fellow biker in need by giving the bloke a push with his

Livewire back to his club house. The poor bloke is still coping it from his OMCG mates for being rescued by a Livewire.

Other parishioners include BC, an ex-racer who has some gorgeous restored two-wheeled contraptions and single-cylinder Steve, or 'thumper' with his tricked-up Yamaha. These two have their own shrines but take over their backyards if we hold a service at their place. I don't know where their other halves go but they wisely stay away. Steve has an outdoor pizza oven and knows how to use it.

Another regular is Blind Dog with his hardtail shovel HD. He's hidden up in the hills, off grid. A trip to Blindy's usually comes with a funny aroma, and a tune on the harmonica and/or guitar that can sound suspiciously like a banjo late at night. Church at Blindy's means negotiating a bush track and bouncing over a steep rocky driveway. A challenge on a roadbike, and after communion it means taking your chances riding half out-of-control downhill in the dark, or staying the night depending how lightheaded you feel.

Then there's Groff's joint. His is a purpose-built edifice and was the main topic of conversation from the pulpit during its construction. Groff is mightily proud that he made the builders put concrete down wide enough for a verandah. Good thing, too, because church at Groff's must be outdoors due to the inner sanctum being crowded with old bikes in various states of disrepair, creating a biological and trip hazard. There was, of course, the great disaster akin to Pompeii, when one of his bikes fell off its stand, creating the domino effect dreaded by multiple bike owners. Groff's response was that scratches, dents and broken bits add to the patina.

Other regulars in the congregation include Bill Mac and Robbie B. Both are handy behind a set of handlebars and, like the rest of us, own more bikes than hay in a manger. As of course does ex-local councillor Dave, who also has a shed full of bikes, cars and even a hot rod. If, for some rare reason, church is postponed, usually because most



IF YOU'RE ON TWO WHEELS, WE'LL FIND YOU AND IF YOU'RE GAME, YOU CAN SHARE A JAR OR TWO WITH SOME LIKE-MINDED FOOLS.

of us are off somewhere riding, Dave's better half really cracks it and tells him to piss off so she can have some quiet time.

We have high achievers among us. There's the very lapsed catholic priest (name suppressed) and Robbie B who has an O.B.E. for being Over Bloody Eighty. Our emeritus professor Dingleberry knows all with his inside knowledge of the Ducati factory in Bologna – or at least everything they produced. Some of us are or have been scribblers for different motorcycle mags over the decades and the tales of the halcyon days and how fast we rode are never ending. We also have a resident clown who will roll up on either his Moto Guzzi or his unicycle. Wobbly is his name for obvious reasons.

There are others who blow in and out at times and if we see a poor sod puttering around dioceses on two wheels, they'll be bestowed with an invitation. Once in the door and they've tamed the initiation ceremony, that might include a tethered goat, it doesn't take them long to drink the Kool-Aid and end up owning more bikes than kids, or kids that they own up to.

Over time things have progressed from a few ales and tales to including a packet of chips.

Then it was cheese and biscuits, then dips, salsa, salami and an assortment of cured meats. Then someone upped the ante and it's now hot food consisting of pies, sausage rolls and, thanks to Thumper, homemade pizza. Problem is, we must go home and pretend that we're hungry enough to eat dinner with the family.

Dingleberry has gone one further and installed a pool table which, when not covered in bike parts or used as storage for helmets, gloves etc, is put to use for its intended purpose. His altar to motorcycles looks suspiciously like a bar complete with stools, glass cabinet, fridge and obligatory photo of Joey Dunlop, the king of IOM.

As often happens, harebrained ideas evolve into solid plans that our better halves just don't understand. After passing the hat around, we decided we could build a four-wheeled contraption and enter the local billy cart race. Two bicycles were purchased and cobbled together. It looks something like one of those all-terrain battle machines out of *Star Wars*. There was much head and arse scratching over design, toe in, weight and what is better: lighter jockey Dingleberry, or chunky heavier Mick to pilot said contraption. Isaac Newton, Pythagoras and Da

Vinci's theories were hot topics, but we went our own way. What would they know. Early one morning we even snuck out of town, blocked off a road and did some test runs. No one died but it was a close-run thing.

On the big day we registered two jockeys for two runs, jockey-sized Dingleberry and the chunkier Mick. Which was faster? Good question. Dingleberry was disqualified for "feet paddling" at the start. We weren't fastest on the day, but we have hatched another cunning plan. Lav boy and I went out and purchased a purpose-built monster made from an LPG gas cylinder. Smoking is not allowed anywhere near it, but it looks fast. Now to get the congregation to chip in.

So, there you have it, if you're anywhere near us idiots in the Victorian goldfields on a Friday, there'll be a church service on somewhere. If you're on two wheels, we'll find you and if you're game, you can share a jar or two with some like-minded fools. The goat is tethered and waiting for you. We're not door knocking for congregation just yet, but that might change if we're successful with our tax-exempt application on religious grounds. Other tub thumpers, shysters and grifters have been approved, so why not us?

Seriously, we're all good mates from all walks of life but with one thing in common: Motorcycles.

P.S. For those too young to remember the good old days, P.O.E.T.S means piss off early, tomorrow's Saturday. **ARR**

THE RAIN MAGNET

BY: GEOFF SEDDON

I'm enjoying riding a nakedbike again, especially now that my high-speed days are behind me. I've only ever owned two bikes with fairings, both of them Ducatis, which, for the most part, I rode as fast as I could. Maximising adrenalin has now made way for pursuing Zen-like calm and I feel more in the motorcycling moment with only clip-ons, instruments and headlight leading the way.

The downside is I do get cold when it's cold and wet when it rains. The cold I can handle with thermals, but staying dry is more problematic. Wet-weather gear that coped perfectly well on my 900SS doesn't cut it on the Thruxton and I'm too old to climb into a proper rain suit.

So my solution for now is to simply avoid riding in the rain, but some days you don't get much choice, especially when touring. And therein lies the rub; it has rained on every blessed trip I've been on since I bought my Triumph, bar none. After our honeymoon to the MotoGP in October, '23 (ARR 176), when it rained so hard the meeting was abandoned, I swore I'd fit a bikini fairing or 'flyscreen' on my return to afford at least some protection, but I'm mostly glad I didn't. On other occasions, the rain has been occasional and light, no big deal, but I'm now more inclined to stop to don

wets, which is a pain. On the Ducati, I might have just hunkered down behind the fairing and ridden through it.

The wettest trip so far was a solo run to Orange, 300km west, to farewell my late mate Sam Frost, which I touched on in ARR 179. It rained consistently for every one of those kilometres on the way up and I was wet through when I rumbled into Hotel Harpo at dusk. Thankfully, it fined up the next day to dry out my gear and go for a ride with some regular touring buddies and visit an old mate. The following day of the funeral also dawned well enough but soon turned dodgy. Heavy grey clouds were threatening as the allotted time approached, but miraculously the weather held for Frosty's last ride to the crematorium with a 20-bike escort. Sam only ever rode nakedbikes and didn't like riding in the rain much either.

Chatting to friends at the wake that evening, many asked when I was returning to the coast. Tomorrow, I said. Oh, they invariably replied, their expressions suddenly concerned. Had I not seen the weather forecast? Well not really, I just knew it was going to rain, but I had stuff I had to do and would be going anyway.

The storm hit some time after midnight, thunderbolts and lightning (very, very frightening) then deafening rain on Harpo's tin roof, making sleep impossible. Every now and then, it would lighten up or even stop for a minute, before the din returned louder than ever. Daylight didn't improve matters. The clouds were low and grey and it was raining buckets. At least it wasn't cold, I would just get wet. How bad could it be?

It rained cats and dogs all the way down the mountain into Orange, where I stopped for fuel. The console operator immediately took pity on me when I squished inside to pay. "Oh, you poor thing," she said, "you look like a drowned rat." She even offered me a coffee on the house, before asking how far I had ridden so far that day. "Sixteen kilometres," I said.

Apart from not having a fairing, the Thruxton is a pretty good jigger in difficult conditions, mostly because it's such an easy, non-demanding bike to ride. The riding position is comfortable and the wide 'bars offer excellent control. The steering geometry is stable and neutral, and the engine is smooth and gentle at low revs. It is physically small and perfectly balanced, but heavy enough to not get blown about.



Yep, still raining...



Drying out gear



“IT HAS RAINED ON EVERY BLESSED TRIP I’VE BEEN ON SINCE I BOUGHT MY TRIUMPH, BAR NONE”



Farewelling a mate

The rain didn’t let up through Bathurst and on to Lithgow, with occasional heavier squalls which really whipped up the spray from the many trucks. I was grateful I’d lashed out on a new helmet when I bought the Triumph (mostly because my old helmet was red, white and green) as having an effective seal between the helmet and visor was a godsend. Turning left at Lithgow onto Bells Line of Road meant no more trucks, but I was soon enveloped in a peasouper of a fog. Oh joy, it’s pissing down rain and now I can’t see a thing, what else you got? Luckily a VW van overtook me on the hill out of town and together we crawled our way into the eye of the storm near Bell. Rain was coming in all directions as the wind blew hard enough to unsettle the bike, but never enough to blow the fog away. It’s maybe

80km through to Kurrajong but it felt like a marathon, using all the concentration I could muster to constantly remind myself to relax and let go of the clip-ons.

Crossing Sydney wasn’t so bad, at least I could see where I was going, but the worst was still to come closer to home as the Central Coast copped a biblical drenching of some 235mm in 24 hours. I know the Old Pacific Highway better than I know my mother, but once again I slotted in behind a slow-moving tin-top to show me the way through the heaviest rain I’ve ever endured. There was also a tonne of debris on the road and deep puddles in many of the cambered corners and I doubt if we topped 40km/h.

I was on my own north of the Hawkesbury River – just 20km to go, don’t stuff it up now, Geoffrey. There was no-one else daft enough to be out in this weather and I could go any speed

I liked, so I slowed down even more. Ride to the conditions, even if that meant second gear. I was in maybe third heading up the long straight past the fire shed at Mt White, 5km to go, when we hit a brutal torrent of fast-flowing water, maybe three or four inches deep, streaming across the road. I later found out it was the result of a rural dam wall collapsing in the deluge, and how I didn’t crash I will never know.

But I didn’t, and as a bike bonding exercise, it was up there with the best. The Trumpy didn’t miss a beat nor put a foot wrong, and truth be known, I don’t think I would have been much drier on almost any other bike, given the extremity of the conditions.

When the going gets tough, the tough get going, but I’ve made a note for the next trip to have a look at the weather forecast before I leave. **ARR**

WARP SPEED

Want to go fast? You need the undisputed world's fastest production motorcycle, the Suzuki GSX-R1300R Hayabusa

WORDS DEAN MELLOR PHOTOS SUZUKI



The original 'Busa did 312km/h

While many fretted about a non-event called the Y2K bug at the close of the last millennium, Suzuki was busy launching what would become the world's fastest production motorcycle – the GSX-R1300R Hayabusa.

How fast? A measured top speed of 312km/h blew away the previous record holder – the Honda CBR1100XX Blackbird – and this top speed would not be bettered by any other production motorcycle... ever. While there are no technological factors preventing bikes from exceeding the 1999 GSX-R1300R Hayabusa's 312km/h, fearing regulators would ban such fast machines, the Japanese and European motorcycle manufacturers got together and came up with an informal agreement to

implement a 299km/h limit. This means the original Hayabusa will always be known as the world's fastest production motorcycle.

The Hayabusa is no one-trick pony. As well as a speed demon, it is an easy bike to ride at urban speeds, is a comfortable sports-tourer on the open road, and is a shedload of fun on the track.

Of course, the Hayabusa has evolved significantly over the years, with the second-generation model introduced in 2008 and the third generation landing in Australia in 2022.

The attributes that made the original machine one of the greatest hyper-sportsbikes of all time remain, and those who jump on an MY23/MY24 model will be amazed by its handling, comfort, versatility and, of course, relentless acceleration and still impressive top speed.

THE FIRST GENERATION

Hayabusa is Japanese for peregrine falcon, which is a bird capable of speeds in excess of 300km/h, so it's an apt name for the bike Suzuki launched to market in 1999. And the hype surrounding the launch of the Suzuki Hayabusa back in 1999 cannot be overstated – motorcycle magazines the world over ran tests to see just how fast this fastest of all production bikes really was. While some magazine testers just broke the 300km/h barrier, US publication *Cycle World* claimed a measured 312km/h out of a standard Hayabusa in 1999. Yep, the thing was certainly fast.

The original Hayabusa was powered by a 1299cc DOHC four-cylinder engine that produced a claimed 129kW (173hp) of power at 9800rpm and a chunky 141Nm of torque at

The second-gen landed in 2008



7000rpm. Fuelling was by way of electronic injection and the Hayabusa featured Suzuki Ram Air Direct (SRAD) intakes, with a large-capacity airbox and straight downdraft intake tracts aimed at maximising power at high speed.

As well as its incredible peak power output, another defining quality of the Hayabusa's big-bore engine was its strong midrange torque, which offered excellent flexibility and negated the need for downshifts if a sudden burst of acceleration was required — you could simply crack the throttle in almost any gear and the Hayabusa would respond smoothly and quickly.

The engine was mated to a six-speed gearbox and the Hayabusa featured a light and progressive slipper clutch. The engine was housed in a twin-spar aluminium-alloy frame, with an inverted 43mm fork up front and a monoshock rear with a double-sided swingarm. Tailoring the suspension to suit loads and roads was by way of adjustable spring preload, and adjustable compression and rebound damping at both ends.

Overall Hayabusa ride quality was compliant, making the bike a more-than-capable (and comfortable) long-distance mile eater, but not at the expense of control; the Hayabusa could be pedalled along at speed on twisty roads much quicker than its generous dimensions would suggest. The fact Suzuki managed to keep weight down to a respectable 250kg (wet) helped in this regard.

A bike with the performance potential of the Hayabusa needs good braking, so Suzuki equipped it with big 320mm discs up front gripped by six-pot Tokico calipers. The rear brake was a 240mm single disc with the caliper mounted below the swingarm.

The Hayabusa's bodywork was designed in the wind tunnel and was all rounded forms and curves to keep wind drag to a minimum at high speeds. It featured a stacked headlight to minimise frontal area, with ram air ducts on either side. There were big vents in the side panels and a bulbous cowl that fitted over the rear seat. The original Hayabusa styling has aged well and it's a great example of form-follows-function design.

GEN 1: HOW MUCH?

The original Hayabusa cost \$17,490 when it went on sale in Australia in 1999, increasing to \$18,014 in 2000 and 2001, then holding steady at \$18,490 from 2002 through to 2008. Red Book says you should be able to nab a 2008 Gen 1 from as little as \$8250 to \$9800, but earlier examples are fetching more than that, with Red Book listing the 1999 model at between \$11,150 and \$13,250 on the secondhand market.

A year after its release, the Hayabusa was electronically speed limited to 299km/h. Other than colour changes, and the adoption of a stronger steel (instead of aluminium) subframe in 2001, there weren't many changes to the Hayabusa until the launch of the second-generation model in 2008.

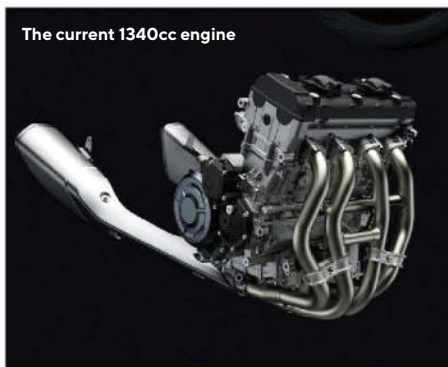
THE SECOND GENERATION

While it might not be able to achieve the same outright top speed as its predecessor, the second-gen Suzuki Hayabusa is certainly faster when it comes to reaching terminal velocity, thanks to more power, more torque and shorter gearing.

When the second-gen Hayabusa was launched in 2008, it introduced several changes including an increase in engine displacement to 1340cc courtesy of a slightly longer stroke. Other mechanical changes resulted in reduced friction and reduced reciprocating mass — the engine featured new pistons, chrome nitride plated rings, lightweight titanium valves and a more aggressive cam profile among other upgrades.

The 2008 model saw the introduction of Suzuki's Dual Throttle Valve (SDTV) fuel injection system, with dual injectors per cylinder for improved power delivery. A new Suzuki Drive Mode Selector (S-DMS) was also introduced, giving the rider a choice of three different throttle maps — A mode providing

The current 1340cc engine



Classy cockpit



GEN 2: HOW MUCH?

From 2009 to 2012, the Hayabusa was priced at \$18,990 in Australia, with a minor increase to \$19,290 in 2013. These days, Red Book reckons you can pick up a secondhand 2009 model from between \$8650 to \$10,300 and a 2013 model from \$10,450 to \$12,400. That's a hell of a lot of bang for buck.



Hold on! The Hayabusa hammers!



access to full power, B mode softening throttle response unless wide open, and C mode further softening throttle response as well as restricting peak power and torque outputs.

Although the new model's mufflers looked excessively large, their tapered design was claimed to increase banking angle and cornering clearance, and the new 4-2-1-2 exhaust system was also said to enhance power and reduce noise.

Revised spring and damper settings firmed up the suspension, offering more control. An upgraded 43mm inverted fork used a Diamond-Like Coating (DLC) surface treatment to reduce stiction and improve rider feel.

The braking package was significantly upgraded for the MY08 model, with the six-pot Tokico front calipers flicked in favour of state-of-the-art Brembo radial-mount four-piston monobloc calipers. These more effective calipers allowed for the fitment of slightly smaller 310mm discs which helped to reduce unsprung mass. Down the back, the Hayabusa scored a larger 260mm rear disc with

a lightweight single-piston brake caliper, now mounted on top of the swingarm for a cleaner look. The swingarm itself was also a new, more rigid item. ABS was introduced in 2013.

While the new model retained the Hayabusa's unmistakable swoopy and droopy look, the revised bodywork was certainly more aggressive, with a more angular headlight, pointy nose and revised vents in the side panels. It also had a slightly taller screen and revised instrument panel.

THE THIRD GENERATION

Launched in 2022, the third-generation Hayabusa scores a revised 1340cc engine for Euro 5-compliance, as well as the latest version of Suzuki's Intelligent Ride System (S.I.R.S) with various fixed and customisable ride modes, multi-stage traction control, engine braking, wheelie control and launch control. It also has a bi-directional quickshifter, cruise control and a speed limiter.

The Hayabusa now has LED lighting, a revised instrument cluster, Brembo Stylema

monobloc front calipers, new seven-spoke wheels, updated KYB suspension, and a slightly revised riding position with the handlebar now 12mm closer to the rider for improved comfort.

While peak power and torque are down slightly on the second-gen Hayabusa, the 1340cc engine is still a rip-snorter. Updates to the inline four include improved lubrication and increased combustion efficiency, lighter connecting rods, and a revised cam profile for improved low- to mid-range performance. The engine now produces a claimed 140kW at 9700rpm and 150Nm at 7000rpm. **ARR**

GEN 3: HOW MUCH?

Price when new in 2022 was \$28,190. According to Red Book, you should be able to pick up an early secondhand third-gen model for between \$20,600 and \$24,450.

The third-gen landed in 2022



KEY SPECS

1999 (Gen 1)

Engine: 1299cc inline four
Power: 129kW @ 9800rpm
Torque: 141Nm @ 7000rpm
Wet weight: 250kg

2008 (Gen 2)

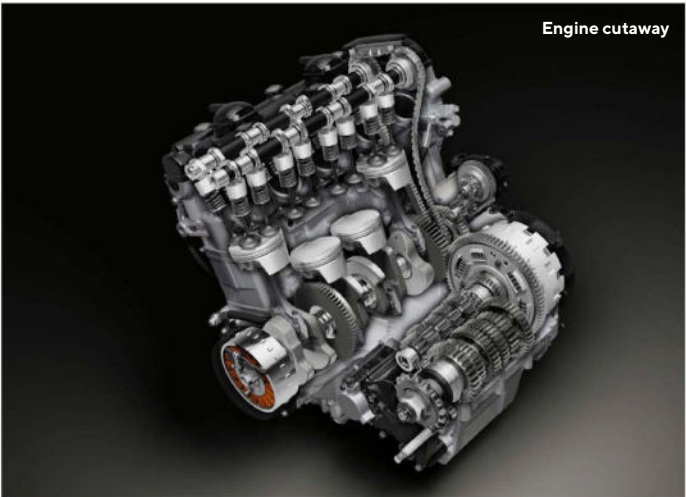
Engine: 1340cc inline four
Power: 145kW @ 9500rpm
Torque: 166Nm @ 7200rpm
Wet weight: 266kg

2023 (Gen 3)

Engine: 1340cc inline four
Power: 140kW @ 9700rpm
Torque: 150Nm @ 7000rpm
Wet weight: 264kg



Selectable ride modes



Engine cutaway

PERFECT MATCH

Matching your head with the right helmet is vitally important in terms of safety and comfort. Here is *ARR*'s seven-step guide to buying the right-size lid for your noggin

Measure your head before helmet shopping



A well-fitting motorcycle helmet is crucial for your safety and comfort on the road. It's not just about following the law – it's about protecting yourself from serious injuries. Choosing the right-size helmet can make a significant difference in both protection and riding experience.

1. WHY FIT MATTERS

The primary purpose of a helmet is to protect your head during an impact. A helmet that is too loose may shift or even come off in an accident, while a helmet that's too tight can cause discomfort and headaches, distracting you from the road. A properly fitted helmet absorbs impact effectively, minimises wind noise and provides a stable, snug fit without causing pain.

2. MEASURE YOUR HEAD

Most of us have a fair idea of the size of our own head, but if you've never bought a helmet or even a hat before, you'll need to dig out the tape measure to figure out the circumference of your head. Wrap the tape measure around your head about 2.5cm (an inch) above your eyebrows and ears. This is

the widest part of your head. Take note of the measurement in centimetres; most helmet brands provide sizing charts so you'll be able to match your head measurement with their chart to find your recommended size.

3. WHAT ABOUT YOUR HEAD SHAPE?

Not all helmets are created equal... and neither are heads. Understanding your head shape ensures a more precise helmet fit. The three main head shapes are:

- **Round Oval:** Equal length from front to back and side to side.
- **Intermediate Oval:** Slightly longer front-to-back than side-to-side (most common).
- **Long Oval:** Noticeably longer front-to-back than side-to-side.

Once you have determined your head shape, it can still be difficult to determine which helmet will fit it best unless you follow Step 4...

4. TRY BEFORE YOU BUY

Even armed with your head size, head shape and a sizing chart, trying on helmets is still essential. Put the helmet on by pulling the straps apart to widen the opening. It should sit snugly without excessive force.

Check for pressure points by ensuring the helmet touches your head evenly all around. If you feel uncomfortable pressure in specific areas, try a different size or model.

Fasten the chin strap so only two fingers can fit between the strap and your jaw, then shake your head from side to side and up and down. The helmet should move with your head without slipping.

You should spend at least 10-15 minutes wearing the helmet in the store to see if any discomfort develops; you're going to be spending a lot more time than that with your head inside the helmet when you're on the bike, so take the time now to make sure you're comfortable later on.



Road helmet (left) and adventure helmet (below)





Always try before you buy



A lightweight carbon-fibre Airoh



Helmet weight affects comfort



Size and safety rating clearly labelled

5. TEST THE FIT

To confirm if the helmet fits correctly, place your hands on either side and try to move it. If it slides around too easily, it's too big. Push up on the back of the helmet. If it rolls forward over your forehead, it's not the right fit. Try to pull it off with the chin strap fastened. If it comes off, it's definitely too large.

6. HELMET TYPES AND FEATURES

Different helmets serve different purposes and the type of riding you do will no doubt influence your choice.

Full-face helmets offer maximum protection and are ideal for all weather and high-speed rides.

Open-face helmets offer comfort and convenience urban rides but significantly less protection.

Modular helmets offer the best of both worlds — full-face protection and open-face comfort and convenience — but can be on the heavy side and produce more wind noise at speed.

Adventure helmets offer maximum ventilation, dust filtration, a large eye port for goggle use and a peak.

No matter what type of helmet you opt for, make sure it offers plenty of ventilation, a removable and washable liner, easy (preferably tool-less) shield removal, a Pinlock-ready shield, the option of tinted shields, and accessibility to spare parts.

Also bear in mind that the lighter a helmet, the less strain it will place on your neck while riding. However, make sure the lid you choose meets or exceeds safety standards, the latest of which is ECE 22.06 or the equivalent DOT or Snell standard.

7. REPLACE YOUR OLD HELMET

Helmets don't last forever. You should replace it if it has been in an accident, even if there's no visible damage; if it's over five years old as materials degrade over time; and if the fit has become loose or the straps are worn out.

Never buy a secondhand helmet as it might have hidden damage; don't compromise on fit; and remember, even a cheaper helmet that fits well is safer than an expensive one that doesn't. If you're still not sure, ask staff at motorcycle shops to guide you through the fitting process. **ARR**



AGV modular helmet...



... full protection and...



... pop-up convenience



Three very different bikes in three very different environments – Ace Gatsworth

THAT BIKE OF YOURS

Go to www.roadrider.com.au/that-bike-of-yours to submit your pictures

On a Honda CBR500R on the way to Coffin Bay on the Eyre Peninsula, SA, from Perth, WA – Barry Lane



Raspberry Lookout on the Gwydir Highway, on a road trip from Lake Macquarie to the Sunshine Coast – Karin Hird



Taking a wrong turn onto a gravel road on a Moto Guzzi 1400 California out the back of Christmas Hills, Vic. Not really suitable for a heavy bike like this – Alex Acatos

MOTUL
CARE PACK
WINNER



MOTUL CARE PACK WINNER Aussie-built Vee Two Alchemy SV-1 in Bolgart, WA – Nick Gye

Overlooking the Pacific Ocean – Tony Howes



Overlooking a foggy Cameron Park estate development, NSW – David Johnson



Loaded up at Weethalle, NSW, on the way to a bike rally in SA – Elizabeth Holley



WIN THIS

Every issue we're giving away this beaut pack of Motul cleaning gear worth \$49.95. All you have to do to be in with a chance of winning is send us a pick of your shining steed and we'll pick what we think is the best shot and comment and the top blokes at Motul will fire out this pack to whoever wrote it. Simple. Pack includes some of the best washing and detailing products on the market:

- Wash & Wax, a waterless cleaner that leaves a wax coating
- Moto Wash, good for all surfaces
- Scratch Remover, a micro-abrasive cream for painted surfaces
- Helmet & Visor Clean, to keep your lid and your view pristine.

If you're the winner and you haven't already heard from us, email dmellor@umco.com.au. We'll do the rest.

MOTUL

SUBMIT YOUR PIC

Scan the QR code or go to: links.roadrider.com.au/TBOY



LAST LOOK

BY: DEAN MELLOR

LOOKING BACK

Late last year, Ducati celebrated the 30th anniversary of the iconic 916 model, exhibiting eight iconic bikes that tell the story of this legendary 90° V2 machine at Auto e Moto d'Epoca in Bologna.

The eight V2 machines on display focused on Ducati's Superbike racing successes from 1994 to 2002: the four 916s that saw Carl Fogarty crowned WorldSBK Champion in 1994, 1995, 1998 and 1999; Troy Corser's 916 from 1996; and Troy Bayliss's 996 from 2001, 996 from 2000 and 998 from 2002.

According to Ducati: "The Ducati 916, together with its descendants, is in fact the most successful classic superbike of all time, boasting an extraordinary

list of 121 victories, eight Manufacturers' World Titles and six Riders' World Titles in the World Championship dedicated to production-derived bikes."

These days you might think the mighty V4 has taken over at Ducati, and in racing terms this is certainly the case, with the Panigale V4R and the Desmosedici GP the manufacturer's contenders in WorldSBK and MotoGP respectively. But there are still plenty of V2 roadbike models in Ducati's model range, including the DesertX, XDiavel, Hypermotard, Monster, Streetfighter V2, Supersport and Scrambler.

Yep, the 90° V2 format is far from done and dusted...



A line up of WSBK winners



Two of the Troy Bayliss machines

LOOKING FORWARD

The new 890cc V2



Ducati's lightest V2 ever



... in fact, Ducati has developed an all-new V2 engine that will initially see service in the new Streetfighter and Panigale V2 models, and this will find its way into other models in the not-too-distant future. Initially, the new 890cc V2 will be available in two states of tune, with power peaks of 115hp and 120hp for those two applications.

Significantly, the new 90° V2 has been designed starting with a blank sheet of paper, and the design does away with the Desmodromic valve system of the old V2 and instead runs Ducati's IVT (Intake Variable Timing) system, extending valve clearance intervals to 30,000km.

The new engine is also the lightest-ever Ducati twin-cylinder powerplant, weighing in at 54.4kg, which is 9.4kg lighter compared to the Superquadro 955, 5.9kg lighter compared to the Testastretta Evoluzione, and 5.8kg lighter compared to the Scrambler Desmodue engine.

For full technical details, see the Upfront section of this issue.

While the new V2 has relatively modest output, we reckon it will have loads of character and we can hardly wait to test it. **ARR**



**100%
WATERPROOF**
INTEGRATED RAIN COVER INCLUDED!

LIFETIME WARRANTY ON ROUTE 1 CRUISER LUGGAGE

*INCLUDES NO-FADE OR COLOUR CHANGE.



NR-300 TRAVELER 73.5L



NR-230 DESTINATION 53.5L



NR-250 TRAVELER LITE 35L



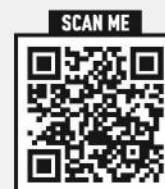
NR-215 WEEKENDER 40L



NR-210 DAY TRIP 20L

CHECK OUT THE ENTIRE CRUISER RANGE
www.nelsonrigg.com.au

PROUDLY DISTRIBUTED BY **LINK** INTERNATIONAL





**BMW
MOTORRAD**



THE BMW R 1300 GS

SET THE PACE

Face every incline and turn with ease. Nothing can stop you, especially off-road with the new R 1300 GS. With a powerful drive system, set new standards and live out the **#SpiritOfGS**.

The ultimate adventure bike, the R 1300 GS is the perfect combination of power, comfort, and agility, making it the ideal bike for any terrain. Long journeys, short trips, alone or with friends, no matter what you are doing, get ready for the adventure of a lifetime.

Learn more → bmw-motorrad.com.au/r1300gs

MAKE LIFE A RIDE



LEARN MORE